

Certain-teed Roofing

ANDERSEN MEYER & CO. LTD.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

69007 壹拜禮 號壹月式十英港香 MONDAY, DECEMBER 1, 1919. 日十月十

SUBSCRIBERS' COPY.

SHERWIN-WILLIAMS PAINTS & VARNISHES

COVER THE EARTH

ANDERSEN MEYER & CO. LTD.

REUTER'S TELEGRAMS.

SINN FEIN.

SUPPRESSED BY PROCLAMATION.

London, November 26.
The *Dublin Gazette* contains a Proclamation which absolutely prohibits and suppresses Sinn Fein and kindred Nationalist organisations throughout Ireland.
Such bodies had previously been proclaimed as dangerous.

BRITISH TRADE IN CHINA.

SOME SUGGESTED IMPROVED METHODS.

London, November 26.
In a paper on British trade in China, read before the Royal Society of Arts, Dr. H. B. Morse, late Statistical Secretary to the Inspectorate General of Chinese Customs, declared that it would be difficult to dislodge Japan from the very strong position she had acquired in the Chinese market. It would be long before British mills could furnish the supplies demanded, and the necessary tonnage be available. Much strenuous effort was required to reconquer the lost and re-establish the imperilled markets. Co-operation, Amalgamation and Alliance must be the British traders' watchwords of the future.
Dr. Morse contrasted the leisureliness of the British system of Consular Reports with the speediness of the American system. The Chinese Consular Service required special training, owing to the difficulties of language and the complicated duties arising from the extra-territoriality of Europeans. He suggested an arrangement whereby each year there would be one British Commercial Attaché in the Treaty Ports, another in the interior of China, and a third travelling Europe and America, studying the production and sale of goods for China, and whereby the functions of these three would be interchanged yearly. He pointed out that the British system of weights and measures and currency was an obstacle to British trade. He urged that Chinese students should be induced to come to England. As regards advertising Trade Missions were good, but travellers with plenty of free samples were better. The middlemen in China, namely the old-established firms knowing China's requirements, were indispensable, but should be supplemented and stirred up to be modern.

THE VLADIVOSTOK REVOLUTIONARY MOVEMENT.

AN EX-CZECH LEADER IMPLICATED.

London, November 26.
Reuter's correspondent at Peking, telegraphing on November 18, says that the Allied Representatives to-day quelled an extensive revolutionary movement at Vladivostok, in which General Gaidar, an ex-Czech leader, is implicated, aiming at an agreement with Bolsheviks for the formation of a Siberian Constituent Assembly. A smaller similar movement was suppressed at Irkutsk.

THE DRINK QUESTION.

MR. LLOYD GEORGE'S PROMISE.

London, November 26.
Replying to a Temperance Deputation from the Churches, the Premier announced that a Bill would shortly be introduced continuing the powers of the Liquor Control Board, and establishing Commissions with real powers of control, which would keep local bodies up to the mark and watch experiments in other countries; for example, prohibition in America and the effects of different methods in dealing with the drink question at home.

CABLE DELAYS AND ERRORS.

QUESTIONS IN THE HOUSE.

London, November 26.
In the House of Commons, Sir John Cowan affirmed that cables from Australia were now rarely transmitted without mutilation, necessitating a repetition.
Mr. Illingworth, replying, pointed out that the pressure on the cables which existed in wartime had not yet ceased and consequently the risk of error in transmission exceeded the normal. But there was no reason to think that the percentage of errors had greatly increased. The Cable Authorities concerned had assured him that every effort was being made to improve the service as regards both accuracy and rapidity.

COURTS MARTIAL.

SOME ABOLITIONS RECOMMENDED.

London, November 26.
The Committee to enquire into the procedure at Military Courts Martial recommends the abolition of Regimental Courts Martial. A minority report further recommends the abolition of District Courts Martial.

A BY-ELECTION.

EASY WIN FOR LABOURITE.

London, November 26.
The by-election at Chester-le-Street resulted as follows:—Mr. Lawson, Labour, 17,838 votes, and Mr. Gilmour, National Democrat, 5,313.

MEXICAN GENERAL EXECUTED.

London, November 26.
A message from El Paso says General Felipe Angeles, who was General Villa's Chief Lieutenant, was sentenced to death by a Carranza Government Court Martial in the evening and executed the following dawn.

REUTER'S TELEGRAMS.

PAN-GERMAN DEMONSTRATIONS.

THE PRUSSIAN SPIRIT EXTOLLED.

Berlin, November 25.
Renewed Pan-German demonstrations have taken place at Potsdam. Crowds assembled outside Ludendorff's residence and cheered Ludendorff, the ex-Kaiser and Militarism. Ludendorff, in a speech, extolled the Prussian spirit.

INTERNATIONAL LABOUR.

OFFICIAL REPRESENTATIVES FROM TWELVE COUNTRIES.

Washington, November 26.
The International Labour Conference has agreed to membership on the Governing Body of the International Labour Office—a permanent body sitting at the seat of the League of Nations—to discuss International Labour problems. Twelve Governments will be officially represented; namely, Belgium, France, Britain, Italy, Japan, Germany, Switzerland, Spain, the Argentine, Canada, Poland and Denmark, the last-named pending the appointment of a representative of the United States.
India contended that no decision could legally be made because the Council of the League of Nations had not yet pronounced on the protest against the organisation list.
Mr. Crawford Gemmill, South Africa, protested against the method of the selection of the Governing Body.

TIBET AND CHINA.

THE QUESTION OF FRONTIERS.

Delhi, November 26.
The Government of India has issued a contradiction to the numerous rumours that the Tibetan Government intends to invoke the aid of the Nepal and Bhutan Durbars in the event of Tibet becoming hostile to China.
The Government states that complete quiet prevails on the Sino-Tibetan frontier. Since the Armistice there has been a temporary suspension of the settlement of the Sino-Tibetan question. The rumours probably started in Peking.

THE U. S. COAL STRIKE.

RECALTRANT MINERS SENT TO GAOL.

New York, November 26.
A message from Sheridan (Wyoming) says the miners at Carnerville who refuse to return to work have been rounded up by United States soldiers and sent to gaol.

THE EGYPTIAN SITUATION.

A CONSIDERABLE IMPROVEMENT.

Cairo, November 25.
The situation has much improved as a result of stronger measures. The tone of the native Press has considerably improved. There have been three further arrests, including the nephew of the Nationalist Leader.

ITALIAN FINANCES.

TAXING WAR FORTUNES.

Rome, November 25.
A National five per cent. Loan is being issued at the price of 87.50.
Legislation will shortly be introduced imposing a progressive tax of from ten to sixty per cent. on war fortunes.

EXCHANGING BOLSHEVIK PRISONERS.

Copenhagen, November 25.
Negotiations between Mr. O'Grady and M. Litvinoff for the exchange of prisoners has begun.

THE PRINCE OF WALES.

Halifax, November 26.
The Prince of Wales has departed and is expected at Portsmouth on December 1.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

FLIGHT TO AUSTRALIA.

Singapore, November 29.
A wire from Penang states that in his flight from England to Australia, Captain Ross Smith expected to arrive at Bangkok via Moulema on Sunday. He proposed to follow the railway line down the Peninsula to the Singapore control station. He is now due at Singapore and will land at the Racecourse, where arrangements are already being made.

PRISON COMMISSIONERS.

VISIT TO HONGKONG.

INTERVIEW WITH THE SECRETARY.

In Hongkong at present are the members of a Prison Commission appointed by the Government of India. Before the Great War it was suggested in the Imperial Legislative Council at Delhi that it was time that the Government of India took stock of its prison administration, as there had been no wide investigation for thirty years. It was thought that the moment had arrived to examine new methods in England and America and to see how they could be adapted to Indian conditions. The war broke out, and the matter had to be dropped. When Peace was signed, the question was again taken up and it was decided to appoint a Committee to go to America and England. The Commission was the result of no agitation. The Commission is a representative one, with the official element predominant. Sir Alexander Cardew, K.C.S.I., who is the Chairman, is a Member of the Executive Council of the Madras Presidency and was Inspector-General of Prisons in Madras previously. The other members of the Commission are:—Sir James du Boulay, K.C.I.E., who is Secretary to the Government of India in the Home Department; Lt. Col. Sir Walter Buchanan, K.C.I.E., a member of the Indian Medical Service, a monthly journal of medicine printed in Calcutta by Messrs. Thacker Spink and Co., and who was Inspector-General of Prisons in Bengal; Lt. Colonel J. Jackson, C.I.E., I.M.S., who was formerly Inspector-General of Prisons in Bombay; Mr. Mitchell Innes, who was Inspector of Prisons in England and retired only in May last; Khan Bahadur Khalifa Syed Hamid Hussain, formerly Finance Minister to the Patiala State; the Doral Raja of Pudukota, a native State in the Madras Presidency. All the important Presidencies of India are therefore represented on the Commission. The Secretary to the Commission is Mr. D. Johnstone, I. C. S., who was Under-Secretary to the Punjab Government. Mr. Steadman is Assistant Secretary and

joined the Commission in England. He is in the India Office. The Raja is a barrister of the Madras High Court, and it was felt that the Commission wanted a man who knew law.

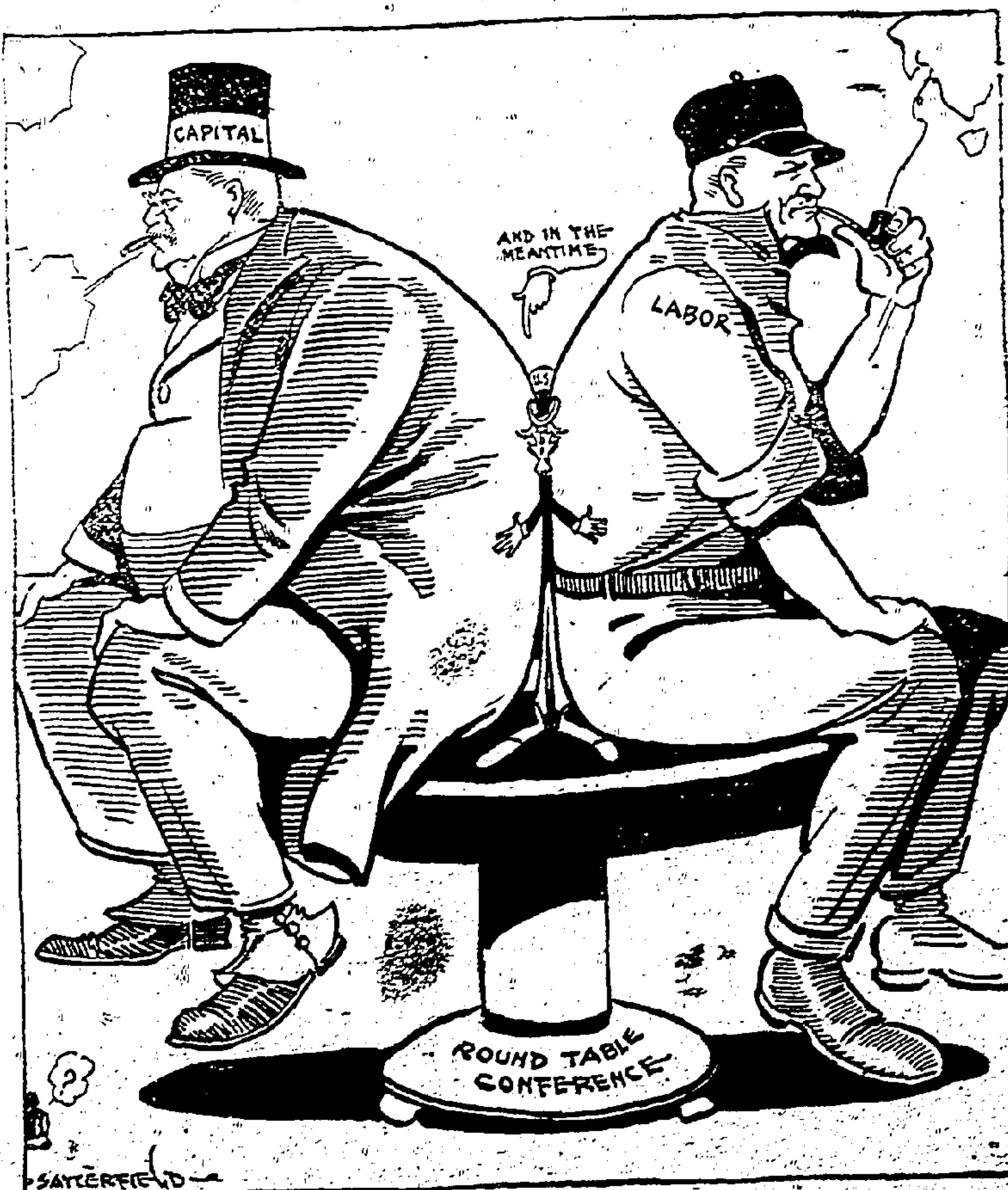
Interviewed this morning by a *Telegraph* representative, Mr. D. Johnstone, the Secretary, said:—
"We were in England for three months, where we examined witnesses, including Commissioner Booth-Tucker, of the Salvation Army, because he had been in India for 40 years. He always took great interest in the criminal classes and prisons in India. The general point of being in England was to inspect the prisons and to see how they were managed. We examined Commissioner Booth-Tucker for four or five hours. He is an old gentleman and his examination was not consecutive. We inspected Children's Courts, the idea of which is, as far as possible, to keep children out of gaol and not to bring them in contact with gaol criminals. Then we saw industrial reformatory schools, which are the next step for children up to the age of 16. Then we saw the Borstal gaol near Chatham. It receives offenders from the age of 16 to 21. Later we saw local prisons such as Wormwood Scrubs. These local prisons receive prisoners with sentences up to three years. Then we saw also in the Isle of Wight the prisons of Parkhurst and Camp Hill. Camp Hill is the place the men are sent to receive sentences of penal servitude combined with preventive detention. They get penal servitude for five years and preventive detention for five years. The idea of penal detention is to give them privileges. We saw the Scottish prisons, the Calton gaol and the new prisons in Edinburgh. We inspected the Borstal institution at Barmouth in Glasgow. We did not examine which is administered on the American style. It did not impress me personally. We are going to travel about India all this winter. Our work has hardly begun. We are going to tour the whole of India and the Andamans and then we have to write the report, which is to be done after the tour is finished. We expect to finish the tour about the middle of April. In England and America we saw, according to Mr. Innes, criminals practically 'from the bud to the blossom.' We are to inspect the Hongkong gaol and will leave for India on the 15th. We do not cover Singapore."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s 1/4d.

THE WEATHER.

Forecast:—Fair Barometer:—30.13 Temperature 2 p.m.—61. Humidity 2 p.m.—78.



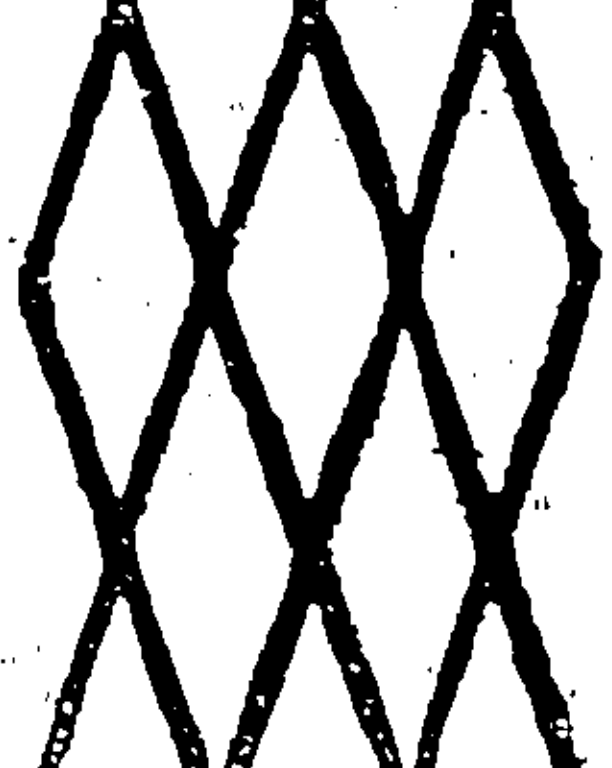
An American view of the recent Labour deadlock in the States.

NOTICES

EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN NUMEROUS IMPORTANT WORKS IN



FOR FLOOR, ROOF, FOUNDATION, WALL, ETC.

GREAT BRITAIN AND AMERICA.

STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.

Questions for description of Machinery or Engineering Plant on application to

DODWELL & CO., LTD. Machinery Dept.

TREASURE HUNT.

LOST GALLEON AND ITS RICHES.

A correspondent writes to the

The search for the treasure ship of the Armada in Tobermory Bay, off the Island of Mull, which was suspended during the war, was resumed recently, and the latest reports indicate that the salvagers are hopeful of a successful termination of their labours at no distant date. Whether these expectations are realised or not, the story of the quest, which is surrounded by a halo of romance, is one of persistent endeavour in face of great difficulties, and even if disappointment should continue for some years longer to be the harvest of the operations, the spirit that has prevailed among the searchers is not likely to be daunted on that account. Colonel Mackenzie Foss, who is directing the work on behalf of a syndicate, believes that at last the sunken galleon has been correctly located, but it lies hidden in the silt of ages, and a good deal of excavation may yet be necessary before anyone can be absolutely assured that the salvagers are not once more, as they have been on several previous occasions, on the wrong track.

If the hull of the ship should ultimately be recovered, and unless the whole crusade has been undertaken on false information, which is extremely improbable, a rich reward is in store for the finders. The galleon de Florencia was the treasure ship of the "invincible Armada." In its strong room were gold and silver plate, and jewels, while it was also supposed to contain the crown intended for the coronation of the Spaniard who was to reign over England when the heretic Queen Elizabeth had been subjugated. In the covenants drawn up not long after the wreck of the Florencia in November, 1588 it was expressly stipulated that if the crown was recovered it should become the property of the King of England, the rest of the treasure to be the property of the Marquis of Argyll. The vessel sank as the result of an explosion, one of the Macleans of Morven, who had been disarmed by the Spaniards after going on board to receive payment of a debt, laying a train to the powder magazine. Among the officers were several Grandees. The Florencia carried fifty-two guns, and had on board, in addition to a crew of about eighty, 400 soldiers. The explosion, however, did not blow the vessel to pieces, but the fact that it scattered wreckage over a considerable area accounted for numerous failures to locate the hull, as the recovery of relics from time to time created among the salvagers the impression that they had only to dig deeper to discover the real treasure chest.

THE EARLY EXPLORERS.

The earliest attempts to save the vessel were made in 1661 by an expert from Sweden, who found that the deck and a considerable portion of the sides of the galleon were blown off from the mizzen-mast forward, and that the hull was filled with mud and sand. The poop, however, was standing up undamaged beyond the heavy African oak beams and planking. The bow was in eight fathoms of water, while the stern lay eleven fathoms below the surface at spring tides. These early investigations, which were frustrated by the Clan Maclean, showed that cannon and other materials were scattered about the vessel with a radius of sixty feet. Owing to no permanent marks having been left by the 17th century salvagers and to the shore having altered by the passage of time, the syndicate who began the modern operations in 1903 had little practical guidance from the Swedish predecessors. The most interesting result of the early search was the recovery of two cannon, one in bronze of two calibres, and now among the relics at Inverary Castle. This beautiful piece of ordnance was the work of Benvenuto Cellini, whose monogram it bears, along with the arms of Francis I. and the fleur-de-lis.

350,000 SQUARE FEET

EXPLORED.

After the lapse of fully 300 years, operations were begun in 1903 by a syndicate under the control of Captain Burns, who employed two expert divers and a diving lighter with powerful machinery. High hopes were raised by their first season's labours, the relics brought up including a large bronze gun with breech block filled with its charge of powder, a stone cannon ball ready for the application of the match, several blunderbuses, swords and scabbards, a gold ring, and forty-five doubloons, some bearing the names of Ferdinand

and Isabella and others that of Don Carlos of Spain. This encouraging start induced the syndicate to enter into a five years' engagement with the Duke of Argyll for the recovery of the galleon and its contents. While many relics were picked up during that period, the salvagers were unable to locate the ship, despite a great deal of hard work in boring and digging a sand-bank, which they subsequently realised had been almost futile. It seemed to be beyond doubt then that they had been searching the wrong place. Long steel rods were used to probe the bed of the bay and when a hard obstruction was encountered, a Priestman digger was set to excavate, and in that an area extending to 350,000 square feet was re-marked. The search was by no means void of interest, and a large number of articles, mostly of war-like character, was recovered during the five years.

LATEST DISCOVERIES.

In October, 1909, a new syndicate took up the hunt under the direction of Colonel Mackenzie Foss, who satisfied himself that the ship lay much nearer the entrance to Tobermory Bay than had been supposed. The most approved appliances were procured and the advice of experts was sought, and in short, nothing was left undone to expedite the work; but Colonel Foss did not under rate the difficulties in attempting to locate a hulk that was believed to be buried under thirty feet of silt and boulder clay, which in turn were more than seventy feet under water. In the autumn of 1909, the salvagers recovered a number of powder flasks, broken muzzles of small calibre, necks of jugs of Spanish pattern, and (most important of all) a tong-like appliance which had been employed by Swedish engineers in 1666. This seemed to show that the divers were at the spot where the galleon sank.

In the following summer it was recorded that operations had reached the stage of certainty as to location. Now dredging methods were introduced, a centrifugal pump with suction capacity of 250 tons being brought into play. The recovery of numerous pieces of black African oak and lime-encrusted iron stimulated the belief that the searchers had at last struck the scene of the treasure ship. Then came a new source of trouble, the divers encountering a thick layer of clams, oysters, and cockle shells pressed almost to the consistency of concrete, and soon afterwards the divers found below these layers of shells huge boulders ranging up to half a ton in weight. With a more powerful suction pump the salvagers in 1911 made a large addition to the list of relics, and brought up large quantities of timber, which were

judged to have been blown off the stem of the galleon. The boulders, which had probably formed the ship's ballast, proved a stiff barrier to the progress of the work, but in 1912 confidence in the success of the search was unshaken. Along with a variety of relics were found three perfect teeth firmly fixed in a jaw bone, and almost the complete bones of a boy about fourteen years of age. Coins, pieces of pottery, and firearms were constantly being unearthed.

A SKULL FOR SPAIN.

When the search was resumed a few months ago, after the interruption due to the war, Colonel Foss and his staff were hopeful of having definite results ere long, as, in their opinion, the position of the wreck is no longer in doubt. It lies about ninety yards from Tobermory Pier, embedded in sand to an unknown depth. From the salvage raft, almost daily, a grab or iron cage is lowered by means of a pulley to the sea floor. When its contents of sand and silt are hoisted they are deposited on a sieve, flushed with a powerful hose, and then carefully scrutinised. "Pieces of light" and oak timbers are being brought up almost daily. An important recent find was a blackened skull, which like other human remains recovered from time to time, was reverently laid aside to be forwarded to the Spanish Government for interment. Large quantities of stones have also been salvaged lately. These are accounted for by an instruction given in the general orders issued to the Armada by the Duke of Medina Sidonia to the effect that every ship should carry on board casting stones, to be used during a fight. In the same way the discovery of sheet lead in the past few weeks is associated with another order given in the Spanish State papers found in the Castle of Simancas—"The artificial fire must be entrusted to the care of the most skilled men, who understand how to manage it, otherwise the result may be great damage to ourselves."

The material results of the exploration may ultimately prove to be of great value; but these are not the sole factors that are now inspiring the salvagers, whose aim is to raise the sunken galleon as a relic of supreme historical interest. It would be a matter of national pride if through the untiring efforts of Colonel Foss the country should find a unique memorial of that "invincible Armada," which, in the words of Bacon, "after they had been well beaten and chased, made a perambulation about the Northern Seas, ennobling many coasts with wrecks of mighty ships, and so returned home with greater devotion, than they set forth with expectation."

NOTICES

Our Stock is representative of the Best Makers of the World

Chappell
Brinsmead
Estey
Challen

Robinson's

FOOK LEE & CO.,

always in stock, large quantities of

Finplates, Wire nails, Pig Lead, Pig Iron, Steel Plates, Black Sheets, Galvanized Wire, Galad Sheets, Yellow Metal Sheathings & etc.

Telephone Nos. 2 & 4 Hillier Street, and 6
1174 & 1950. York Building, Chater Road.

LA FAVORITE

LATEST PARISIAN CREATIONS

EVENING DRESSES, AFTERNOON GOWNS, SMART COSTUMES & SPORTING APPAREL.

LA FAVORITE

9 Beaconsfield Arcade.

EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating tonic. It is aged in wood for years before being bottled.

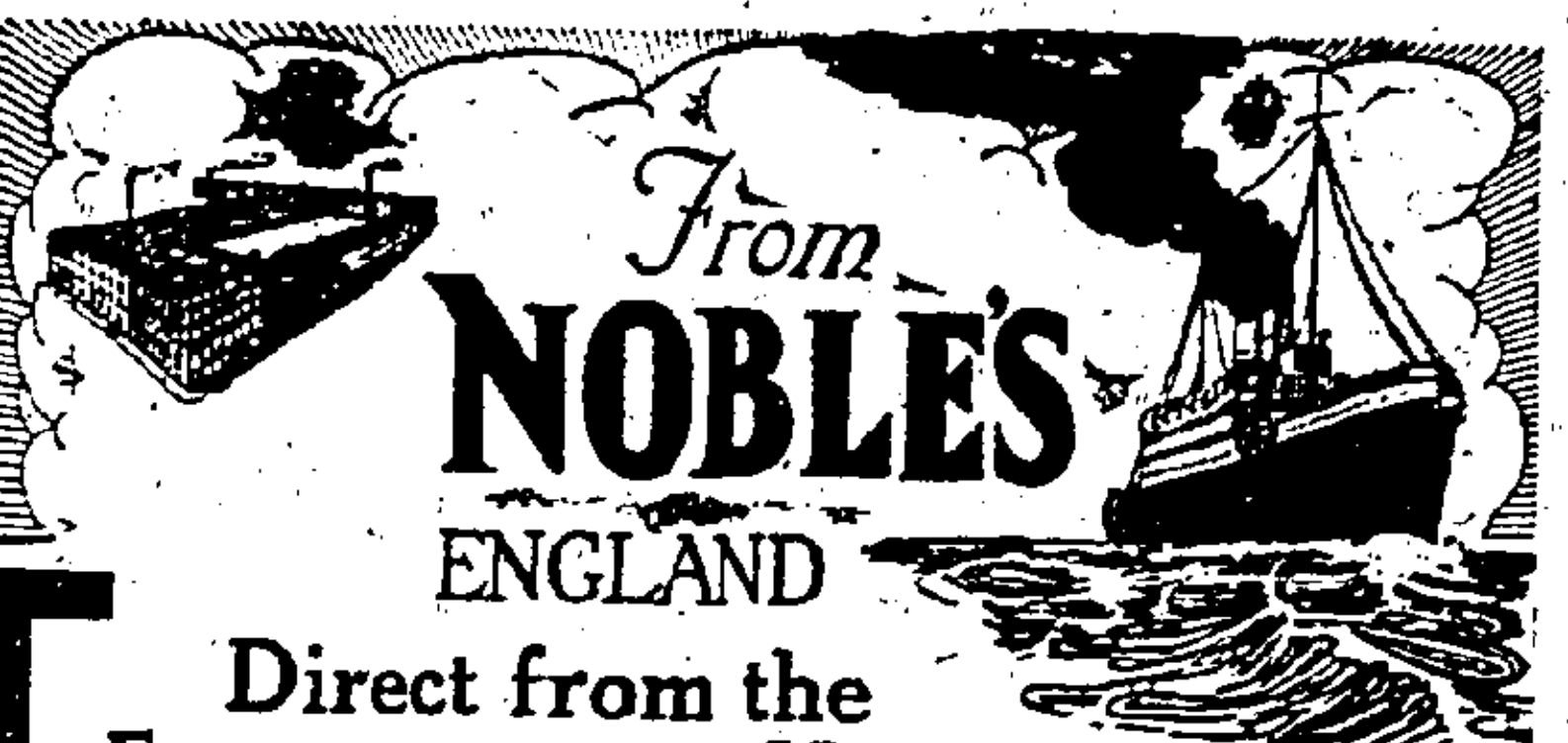
Obtainable Everywhere.

Sole Agents,

H. RUTTONJEE & SON.

Wine & Spirit Merchants.

16, Queen's Road, Central, HONGKONG.



Direct from the Factory to your Home.

Buy all your Dress Requirements and Household Goods from the great British Mail-order House. You will be delighted with the quality and workmanship of the goods, the up-to-date and attractive styles, and the low prices. You can be smartly dressed and yet be economical if you purchase all you need from Noble's.

The New 68-page Catalogue.

Post Free from the "Hong Kong Daily Press," Hong Kong (this saves you the time taken in writing to England in the first place). Send to-day for this beautifully illustrated catalogue—you will find it full of interest and value. It shows you how you can buy all Wearing Apparel for men, women and children, and your Household Requirements at factory prices, thus saving money on every purchase.

Some of the articles illustrated:

Tailor-Made Costumes Underwear Made to Measure Suits
Frocks and Coat Frocks Baby Linen Overcoats, Waterproofs
Skirts and Underskirts School Outfits Bedding, Linens
Blouses, Millinery Hats, Caps, Footwear Carpets, Curtains
Coats, Sports Coats Ready-to-Wear Suits Napery, Cutlery

PATTERNS. John Noble, Ltd., will gladly send a splendid selection of patterns Post Free on application to Manchester.

REMITTANCES (in full) should wherever possible be sent at sight on London or Manchester.

JOHN NOBLE & CO., Manchester, England.

"BIG BARGAINS"

50% discount on LADY'S SHOES only.

A. TACK & CO.

20, Des Voeux Road, Ctl.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 50 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th August, 1916.

HONGKONG JAPANESE MASSAGE ASSOCIATION.

Mr. U. SUGA Mrs. A. SUGA
8 Queen's Road Central, Hongkong.

METALS

of all kinds, especially for ship-building and engineering works. Largest and best assorted stock in the Colony.

SINGON & CO.,

(Established A. D. 1880.)

HING LUNG ST. Phone 315

MEE CHEUNG PHOTOGRAPHER.

FOR ARTISTIC PHOTOGRAPHS CALL AT ICE HOUSE STREET OR RING UP 1013.

THE NEW FRENCH REMEDY, THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For all kinds of ailments, especially for the treatment of the following diseases: Rheumatism, Gout, Gravel, Neuralgia, Migraine, Headache, Stomachic, Indigestion, Liver Troubles, Kidney Troubles, Bladder Troubles, Skin Diseases, etc.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up—\$1,250,000.)

Loans on Mortgage of House Property, etc.
Sums received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
TRUSTEE EXECUTORS OF WILL.
ATTORNEY, etc. Undertakes and Executes.
(Rates and Particulars on application)
To the Office of

SHEWAN, TOMES & CO.,

General Managers.

NORTH BRITISH AND MERCANTILE INSURANCE CO.,

in which are vested the shares of THE OCEAN MARINE INSURANCE CO., LTD.

AND THE RAILWAY PASSENGERS ASSURANCE CO.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates, SHEWAN, TOMES & CO. Agents.

MASSAGE HALL

23, FLOWER STREET.
MR. T. TAKAYE,
MRS. MORITA.
CERTIFICATED MASSAGE.
PATIENTS TREATED IN THEIR OWN HOMES
IF DESIRED.

PUBLISHED ANNUALLY.

THE LONDON DIRECTORY

with Provincial and Foreign Sections, enables traders to communicate direct with MANUFACTURERS & DEALERS

in London and in the Principal Towns and Industrial Centres of the United Kingdom and the Continent of Europe. The names, addresses and other details are classified under more than 500 trade headings, including

EXPORT MERCHANTS with detailed particulars of the Goods shipped and the Colonial and Foreign Markets supplied; STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings.

One-hundred BUSINESS CARDS of Firms desiring to extend their connections, or Trade Cards of DEALERS SEEKING AGENCIES can be printed at a cost of £10.00 for each trade heading, under which they are inserted. Larger advertisements from £2.00 to £5.00.

A copy of the directory will be sent by parcel post for £2.00, net cash with order.

THE LONDON DIRECTORY, CO., LTD.

25, Abchurch Lane, London, E.C. 4, England.

BUSINESS ESTABLISHED 105 YEARS.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU
DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

TWO CENTS IF NOT PREPAID

A SMALL ADVERTISEMENT IN THESE COLUMNS
WILL BE PRODUCTIVE OF MANY ENQUIRIES.

REPLIES AWAIT BOX No.:—281 & 285

TO BE LET.

TO BE LET.—A five roomed
use at the Peak, to let from
15th December 1919. Apply to
Linstead & Davis.

TO BE LET.—A Vacant Plot
of Land, in Praya East. Apply
to The Hongkong Land Invest-
ment & Agency Co., Ltd.

TO BE LET.—For offices, three
rooms top floor No. 2 Queen's
Road Central. Apply Carlton
Hotel Office.

WANTED.

WANTED.—Furnished or un-
furnished house or flat, lower
levels or Kowloon, for six months.
Apply Box 285 c/o "Hongkong
Telegraph."

FOR SALE.

FOR SALE.—A five-seater
Ford Motor Car in good going
order—cheap. Apply Box 285
"Hongkong Telegraph."

TO BE LET.

TO BE LET.—A Vacant Plot
of Land at Yau Ma Tei. Suitable
for Coal Storage. Apply The
Hongkong Land Reclamation
Co., Ltd.

ADULT EDUCATION.

INTERVIEW WITH MR.
MANSBRIDGE.

There has recently been
established in three rooms in the
Adelphi the centre of the first
international organisation for
education. It is called the World
Association for Adult Education.
Its purpose, Mr. A. E. Zimmern
has told us, is to dispel the
melancholy belief that grown men
and women have nothing to learn
and to diffuse throughout all coun-
tries and in every section of
society the sense of wonder and
curiosity and the gift of mutual
sympathy and companionship
which add so much to the mean-
ing of life.

Its chairman is Mr. Albert
Mansbridge, the founder of the
Workers Educational Association,
whose business in life has
been well said to be to set new
ideas going. His great idea now
is that men living in different
countries, who are eager and
active in the performance of any
specific necessary work, should
have a definite opportunity of
making friends with one another
and sharing the results of their
experience and investigations.
And this, quite simply, is the aim,
he says, of the World Association
so far as adult education is con-
cerned. In January he is going
to America to give a course of
Lewell lectures at Boston on
Democratic Movements and In-
stitutions in England. This visit
will enable him to develop the
very important American side of
the work.

The plans of the World Associa-
tion are to bring into co-operation
the various adult educational
movements of the world. There
is very little information in Eng-
land, Mr. Mansbridge said, in an
Observer interview, "at the dis-
posal of the ordinary interested
person concerning educational
efforts in other countries, and it
is clear that both the English
themselves and the people of other
lands will benefit through the
movement from the experience of
one another and the encourage-
ment which it can give them."
Countries like Czechoslovakia
and Serbia are looking to us for
assistance, and in order to make
this assistance effective we have
established a bureau of informa-
tion, the intention of which is to
gather accurate details concern-
ing educational efforts every-
where, and to publish the
information through the period-
ical bulletin and in other ways,
besides, of course, being ready to
answer questions from any parts
of the world concerning any
aspect of adult education.

"The Association itself will
work both extensively and in-
tensively. It regards different
countries as it does different
aspects of adult education. We
shall inquire into adult education
from various standpoints—it may
be from the standpoint of the

subject, or it may be from the
standpoint of need, for example,
the study of craftsmanship and
its application to adult education,
and so on—and the educational
difficulties experienced by
different classes of people. We
have arranged a commission to
inquire into such difficulties
amongst merchant seamen and
the possibilities of education
amongst them.

"One of the chief things we are
called upon to do is to put people
from other countries into direct
touch with the adult education
movement here. We get a stream
of people: some students, some
inquirers. The great idea is the
establishment of central premises
which will include a hostel and
perhaps a club, where people can
be welcomed and meet one
another. Towards this end we
are taking almost immediate
steps.

"The Association is receiving
the support of the Ministries of
Education in various parts of the
world, and already it has repre-
sentatives in twenty-two coun-
tries. The leaders of thought in
Great Britain are associated with
us, and also the leaders of the
Army Education Scheme. As the
men who have profited by this
scheme in the Army leave the
Service we hope to bring them
into touch with the educational
institutions they need. Amongst
our subscribers is the Queen. The
Cassell trustees have given £500
a year for each of five years."

As to the spirit which is under-
lying the whole movement, Mr.
Mansbridge said: "The pro-
moters of the Association believe
in education simply as a means
of personal development. In a
word, they do not advocate
education for any specific purpose.
They believe the more the
individual is developed the
better he will be able to
deal with the problems—politi-
cal, or spiritual—with which
he is confronted. They are
sure that in this development will
be found one of the most powerful
means of reconciliation between
people of different experience and
indeed between nations. By
bringing together the people in
different countries who are keenly
interested in the extension of
education from this point of view
they will be assisting materially
in the work of the League of
Nations. Indeed, they liken their
work to a strand in the cable of
the League of Nations."

A JAPANESE MEMORIAL.
Japanese in British Columbia,
of whom there are 14,000, are
erecting a memorial shaft to
Japanese who lost their lives
in the Great War. In British
Columbia battalions there
were hundreds of Japanese, and
54 were killed in action. Can-
adian and Japanese coats of arms
are intertwined on the \$15,000
memorial.

NOTICES.

Victrola
for perfect
dance music

Plays all the new dances,
loud and clear and in per-
fect rhythm.

Always ready when you
want it. Keeps on playing
as long as you want it.

Obliging enough to re-
peat any dance music.

Does away with the
trouble and expense of hir-
ing musicians.

Takes up little room—
doesn't crowd the dancers.

We'll gladly play the max-
ime, hesitation, one-step, tango
or any other dance music you
wish to hear—stop in any time. And
we'll tell you all about our easy
terms.

MOUTRIES

Exclusive Agents



MANY WOMEN T-DAY

NOT ONLY BELIEVE

THEIR EYES FROM OVERSTRAIN

BUT THEY

IMPROVE THEIR PERSONAL

APPEARANCE

BY WEARING

LAZARUS' RIMLESS GLASSES,

28, Queen's Road Central, HONGKONG.

Prescriptions accurately fitted.

TO MAKE A Dainty MEAL.



Try "ROOSTER BRAND" Macaroni Vermicelli,
Egg-Noodles, Paste Sticks and other kinds of Soup Stuff-
ings and All our Paste Products, made in a new, well-
ventilated and modern style factory, are pure, wholesome
and of excellent quality.

Obtainable from all our Agents everywhere.

— Samples and Price List will be given free of charge on
application to our Head Office.

TRADE MARK
THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: Nos. 47 & 48 Connaught Road Central, Hongkong.

Tel. No. 3230.

Branch Office: 430 & 431, Nanjing Road, Shanghai, China.

— NOTICE —

We have just received fresh stocks of Peppermint Tooth
Paste, a scientific, new departure in dental preparations.
Price greatly lowered by high rate of exchange.

Also CUTEX.

THE COLONIAL DISPENSARY.

UNIVERSAL IMPORT & EXPORT CO.,

GENERAL COMMISSION AGENTS.

行 洋 森 寶

(Hotel Metropole, Top Floor)

P. O. BOX 348.

All Doctors will tell you that fresh meat juice is

most invigorating.

All over-exhausted and weak people should take

some daily.

The "Kremes & Sate" is the best and most

economical one. Only with it, can you obtain

1 1/2 lb. fresh juice out of 1 lb. raw meat (best of

meat).

Distributed by

"UNIVERSAL IMPORT & EXPORT CO.,"

HONGKONG.

Obtained from

THE COLONIAL DISPENSARY,

14 Queen's Road Central.



JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL 2877.

TEL 2877.

ACTRESS AND THIEF.

CONFESES TO OVER 70
CASES OF LARCENY.

Said by the police to be "a lady
of high birth," Mary Theresa
Greenway has been an actress,
thief and associate of a well-
known criminal.

This outline of an amazing
career was given at the London
Sessions recently by Detective-
Sergt. Harman, who said the
woman had confessed to over
seventy cases of theft. The
charge against her on this
occasion was of stealing a cig-
arette case, brooches and other
articles from different persons.

The detective said that her
method was generally to answer
advertisements for situations,
and, when she was shown into the
dining or sitting room, to steal
anything on which she could lay
her hands. She immediately sold
the articles at jewellers' or
second-hand dealers' shops.

At the age of 18 she was sent
to Australia, where she became
an actress. Her marriage there
with an actor proved most un-
happy, and, returning to England,
she carried on business in a small
way, doing embroidery work.

She came under the influence
of a lady, and was sent to Paris,
where she obtained a position as
a governess.

Six years ago she came back to
England, took to drink, and since
had been gradually going down
and down. She was liberated
from prison last year, and, ap-
parently owing to bad company,
committed these crimes.

Sergt. Harman added that,
when in prison, the woman
made the acquaintance of a
well-known criminal, who made
arrangements for her to get an
advance of £10, with a view of
her starting further on her down-
ward career.

Sentence of nine months' im-
prisonment in the second division
was passed.

DEFENCE OF THE EMPIRE
ON THE PACIFIC.

DETAILS OF THE £20,000,000 A
YEAR FAR EASTERN
FLEET.

Melbourne, Oct. 21.
Lord Jellicoe's report on naval
matters premises that Australia
is powerless against a strong
naval or military power without
the assistance of the British
Fleet.

But whether political con-
siderations admit of a strong
British Fleet permanently based
in Far Eastern waters or not, an
Australian contribution to that
Fleet is necessary in order to
provide force and naval organiza-
tion to delay an enemy's action.

"The Empire's interests during
the next five years," adds Lord
Jellicoe, "are likely to demand a
Far Eastern sea-going fleet of
considerable strength."

It is assumed this fleet will
comprise—

- 8 battleships (modern Dread-
nought type).
- 8 modern battle cruisers.
- 10 light cruisers.
- 40 modern destroyers.
- 3 flotilla leaders.
- 2 destroyer depot ships.
- 36 submarines (excluding those
in Indian waters).
- 4 submarine parent ships.
- 12 Fleet minesweepers.
- 1 large sea-going minelayer.
- 2 Fleet repair ships.

This fleet, comprising ships of
the Royal Navy, the East Indies
Squadron, the Australian Navy,
and other vessels in Far Eastern
waters furnished by Canada,
New Zealand and the Malay
States, should be organized to act
under one single direction during
war, and for the general safety of
British Far Eastern possessions
and sea communications.

This fleet is additional to all
ships required for the defence of
harbours and direct protection of
trade by convoy.

The Government has taken
preliminary steps on the lines of
Lord Jellicoe's recommenda-
tions.—Exchange.

[It has already been stated that
the eventual annual cost of the
Far Eastern Fleet would be near-
ly £20,000,000; Great Britain to
pay towards the cost of the new
Armada 75 per cent., Australia
20 per cent., New Zealand 5 per
cent.]

MITSUBISHI WORKERS ON
STRIKE.

Over 1,000 workers at the
Tateyama factory of the Mit-
subishi Dockyard in Nagasaki
are reported to be going on strike.
Instead of resuming work on the
10th instant after the noon recess,
these workpeople assembled on
some unoccupied ground near No.
3 Dock, and discussed demands to
be preferred to the manage-
ment of the dockyard. It appears
that 30 per cent. increase of
wages is the chief item of their
new demands.

NOTICES.

DRESS WEAR

JUST RECEIVED

DRESS SHIRTS

SILK & WOOL

TIES

SCARVES

WHITE GLOVES

SOCKS, 3/4 E

MEN'S BRITISH MADE

PATENT

PATENT

LEATHER

LEATHER

DRESS PUMPS

IN ALL SIZES AND FITTINGS

LANE, CRAWFORD & CO.

BY

APPOINTMENT.

WATSON'S

DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

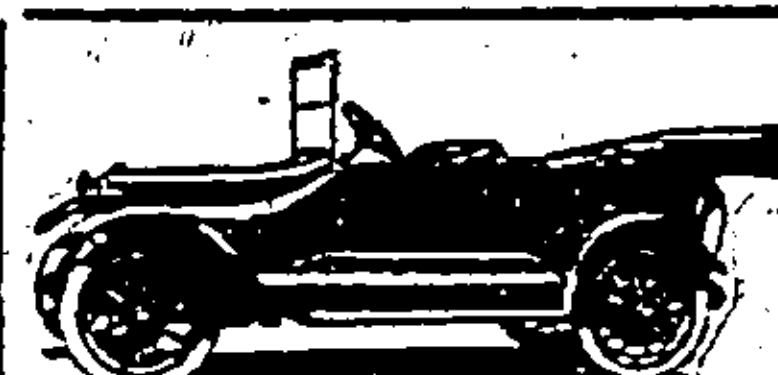
Its "Dryness" is a feature which has helped to
give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.
... .. 75

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 4226.



STAR GARAGE.

Tel No. 3017.

49, Des Vaux Road Central
HONGKONG.

New Cars on Hire & For Sale.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.

25, WING WOO ST.

PHONE NO. 1116.

CENTRAL.

FRENCH LESSONS.

G. MOUSSION,

15, Morrison Hill Road.

We the UNDERSIGNED being General Agents for THE
MOTOR UNION INSURANCE CO. LTD., are prepared to issue
POLICIES against FIRE, MARINE, and MOTOR ACCIDENT
risks at current rates.

Particulars from

UNION TRADING CO.

Prince's Building.

統 THE 本
辦 WING ON CO., LTD. 安

HONGKONG.

MOST UP-TO-DATE AND CHEAPEST HOUSE

IN HONGKONG.

PROMPT ATTENTION GIVEN TO ORDERS.

貨 品 UNIVERSAL PROVIDERS. 公 司

PIANO

TUNING & REPAIRING IS OUR
SPECIALITY. SATISFACTION
GUARANTEED.

JAMES LAU & CO.

Tel 2916.

26, Wyndham St.



Order in good time
your wines & spirits
for Christmas from

A. S. WATSON & CO.
LIMITED.

Wine & Spirit Merchants.

Telephone No. 616.

Hongkong.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 1, 1919.

A VALUABLE BOMBSHELL.

Whatever his political opponents may say to the contrary, it is undoubtedly a fact that Mr. Winston Churchill has more than once given utterance to an illuminating thought that has arrested people in their everyday life and caused them soberly to reflect on the trend of public events. With Mr. Winston Churchill as a party politician this article is not concerned, but, as a preliminary to what follows, the writer will pause to pay tribute to the clarity of vision, the ability to realise essentials, and the fearless speech, of a politician who has yet to reach his highest mark. Others may differ, but all must agree that he constitutes a mental force of decided power. At a time when, on the surface of things, there appears to be a world-wide effort to attain a state of international and social good-will, he steps forth and makes a statement that is sufficiently startling in its purport to cause even the most indifferent to think. He throws into what would appear to be our placid deceptions the bombshell of truth, and, though it may be uncomfortable, it should bring forth our thanks for no other reason than that it has made men think. When he tells us that never before has there been more complete callousness and indifference for human life and suffering manifested throughout the world than now, he strikes hard at men's belief that they had emerged from out the war morally better and humanely quickened. It is for men to reflect and see how far this description is justified; to determine whether present actions have been endowed with their true significance. Guides to future conduct can only be truly found in intelligent interpretation of current life and on the living present is always laid this burden.

For more than a year peoples have been talking of the war as a past thing, and have not infrequently taken it for granted that with the cessation of hostilities there automatically passed away those baser traits of human nature that made the war possible and necessary. Racial prejudices, greed, pride, indifference to the lesser favoured, the gospel of might, and the continual vindication of self, were recognised as human inheritances that would have to give place to better things if it were ever going to be said that the Great War was a victory for civilisation as well as a victory for allied military science. Public moralists were given history's grandest opportunity, and the record of the war period's literary output, shows how well they took it. Exhortations for a moral purging were as voluminous as communications. With the writing and the reading of these together with the many speeches delivered for a like purpose, it is better in spirit and of higher mental tone than in the days before the war. But is this really so? Mr. Winston Churchill, so says Reuter, has declared it as his belief that we have actually been transformed into a lower sphere, and in support he cites the fact that Europe is a seething scene of misery and malevolence. The state of the world, he says, in no way betokens the endurance of peace; it is only because there is physical exhaustion that there is the present calm. He completely scuttles the idea that the war has transported peoples into a higher form. It is a serious challenge. In support of the contention one might very easily find a great deal. The internal unrest burdening practically every country in the world; the difficulty being experienced in getting agreement to the Peace Treaty; and the shameful exploitation practised by those handling the world's store of life's necessities, might be cited, and there are many more. Look where one will, there can generally be found indifference in one form or another, if not actual callousness. Even here in Hongkong, one does not need to look far for evidences. If one wished to be morbid, a very doleful picture might be sketched.

But after having duly recognised these things one can legitimately still be free from pessimism. Knowing facts should never entail a sinking under their weight. It has truly been written that hope springs eternal, or, in other words, that optimism is inevitably wedded to life. The very energy that gives us being generates our own uplift, and human life and progress are inseparable. Times are when it seems that the order is reversed and when despair is well-nigh in complete possession. Throughout over four years of war we were forced to neglect a great deal of what was good in order to vindicate what was the most vital principle of all, and now that we have gone back to less strenuous days, it is not possible to take up all at once the whole of what was laid down. It is to time alone that one can look for the corrective. To take a contemporary survey and judge of things is not to gain a true idea, for there are many war-engendered abnormalities still with us. Events do, in some measure, belie the real spirit of humanity, and one must not overlook this fact. Mr. Winston Churchill has done a real service, because he has awakened those who care to the truth that there is a great deal more to be done. By emphasising an unpleasant picture he may bring people to realise more clearly the urgent needs of the hour; by telling them that they are even worse than when war broke out, he may sting them into a very productive introspection. There is a lesson in the utterance which every man can learn if he will only set himself to do so, and the world so urgently needs the fruit of the lesson that none should be above the trying. The world has practically written "finish" to the war period, and is engaged in settling up and re-adjusting its affairs. Never more than now was wisdom, tolerance, charity and even generosity, needed, for without these things the peace that is can only prove to be a very unstable thing. Exhaustion, says Winston Churchill, has given us peace, but there is needed a peace that by the force of its own appeal to men's sense of justice and intelligence will never be broken.

NOTES & COMMENTS.

SIR HENRY MAY'S STATUE.

The public generally, and in particular those who subscribed to the Fund, will have read with interest the information which appeared in Saturday's *Telegraph* regarding the statue which is to be erected in the Colony to commemorate Sir Henry May's lengthy association with Hongkong. A sum of close on \$18,000 was raised for the purpose, and if the original intention of limiting subscriptions to five dollars were adhered to, it will be conceded that the response has been surprisingly good, for it this mean, that the number of subscribers was close on 3,500. As to the site chosen for the statue, we do not know that in selecting the Public Gardens the best possible choice has been made—that is, if it is to remain permanently there. Our Public Gardens are situated in a rather out-of-the-way locality and, beautiful as they are, are seldom visited by any other than Chinese residents. Probably not a dozen Europeans in the Colony go there once in a twelve-month unless there happens to be some special function on. So, if this site is adhered to, it will mean tucking away the statue in a rather inaccessible spot where it will be very infrequently seen by those whom it is intended to remind of Sir Henry May's life-service to the Colony. Some spot along the water-front, the grounds adjacent to the Colonial Buildings (where Sir Henry spent most of his official life) or even the plot of land just in front of the ferry pier in Kowloon (where the statue would be seen by practically every visitor to the Colony) would have been better, in our opinion, than the site selected.

A FORTUNATE CIRCUMSTANCE.

Though it is true that our late Governor was more often seen in civilian than official attire, it is to be hoped that he will be represented by the statue in uniform. A statue representing anyone in the conventional frock coat, with or without tie hat, is seldom a thing of beauty. One generally associates baggy trousers and ill-fitting coats with statues of this kind, whereas in uniform the person represented usually looks far more dignified and imposing. And if we are to have statues, let's have them as impressive in appearance as is possible. Except in unusual cases, it is not customary to erect statues to individuals while they are still alive, but in this instance there is justification for the exception in the fact that Sir Henry May will probably never visit Hongkong again. His still being alive is a point in favour of the sculptor, who will be able to see him in the flesh and arrange sittings if necessary. The result should be a more life-like statue than if he had to rely wholly on photographs. A capable man has apparently been entrusted with the task, so when the statue does arrive we ought to possess a memorial which will be as true to life as is possible and therefore a constant reminder of one who gave of his best to the Colony.

THE VICE QUESTION.

The recent discussion which has taken place in our columns on the subject of the closing down of the European houses of ill-fame will, we trust, not be without good result. It is a matter which is difficult of treatment through the columns of the Press, but that is no reason why it should not be freely spoken about. Social evils like these need to be brought well into the light. We have taken the matter up because we are convinced that the Colony would be all the better were it rid of such establishments. Even if we leave on one side the standpoint of the harm they may do to the morals of young men, there are other aspects of the question which render it advisable to put it no higher, that these places should be done away with. Opinions may differ on some of the points involved, but we have heard of no-one who would seriously deny the truth that many of our young men would be infinitely better off in every way if these centres of vice ceased to exist. We are glad to think that the evil is not likely to be left untouched much longer, and that it is receiving close attention in the proper quarter.

TOO MUCH GINGER.

Gloucester, New Jersey.—The Police have received complaints from several wives that their husbands drink Jamaica ginger at a grocery store and that it puts so much life into them that they come home and beat their mates.

DAY BY DAY.

WHOEVER PRACTICES ABSENCE OF DISCIPLINE IS AN ENEMY OF PROGRESS.—*Max Nordau.*

O. H. Ritter.—Your letter is unavoidably held over until tomorrow.

"Current Coin" is unavoidably crowded out of to-day's issue. It will appear to-morrow.

The inclement weather on Saturday caused the cancellation of all cricket fixtures.

The rainfall registered at the Botanic Gardens during November totalled 2.07 inches. Rain fell on seven days.

Mrs. W. P. Neeson, wife of the Passenger Agent of the Pacific Mail S.S. Co., returned to the Colony by the s.s. *Venezuela*.

We hear that Corporal Scott, the well-known boxer, has been transferred to London, where he is doing some good work in the ring.

Mr. J. R. Wood, having returned to the Colony, to-day went back to his old post as First Magistrate. Mr. R. E. Lindsell is going on leave shortly.

Among those who returned to the Colony yesterday from Home, were the Hon. Mr. J. H. Kemp, K.C., Attorney General, and Mr. J. R. Wood, First Magistrate.

Readers are reminded of the Rev. J. Kirk Macdonachie's lecture on "Our Nearest Neighbour in Space," which takes place at the Helena May Institute to-morrow at 6 p.m.

We learn that of the many members of the Hongkong Police Force, who went Home for military service during the war, there are only nine more to return.

To "J. S."—Thanks for your letter, but we cannot publish it until you send us your full name, not necessarily for publication but as evidence of good faith. Writers of letters to the Editor should always observe this rule.

Revenue Officer Lannigan, who has been away from the Colony for nearly eighteen months on war service, returned to the Colony yesterday. There also arrived two new warders for Victoria Gaol, these being Messrs. Thorogood and Craigie.

The Pacific Mail steamer *Venezuela* arrived on Saturday from San Francisco with 2,543 tons of hemp, tobacco and cigars and 369 tons of general merchandise. She carried 161 deck and 84 cabin passengers. She reports rough sea and north-east gale.

We are asked to state that a wedding ring and a silver bag were found in the City Hall on Saturday last and that these articles may be recovered on application to Mr. P. Tod, Hon. Secretary of the St. Andrew's Society, c/o Jardine, Matheson & Co., Ltd.

The inspection of the Wiltshire Regiment by the General Officer Commanding (Major General Ventris, C.B.), which was to have taken place on the Murray Parade Ground this morning, had to be postponed on account of the inclement weather. The inspection will now take place on Friday.

To the fund raised on behalf of the widow and family of the late John Graham, Engine Room Artificer, who died from the result of injuries caused by an accident in the Naval Yard Kowloon, August 21st, 1919, the following additional subscriptions are acknowledged:—Anon., \$20; C. Hatt, \$5; H. Coombs, \$5.

Yesterday morning Mr. C. G. Perdue, the Assistant Superintendent of Police, led a large number of European and Chinese detectives in a raid against a Chinese watchman's quarters at Bonham Strand which were suspected to house a number of undesirable characters. Eighteen Chinese, including the watchman, were arrested, thirteen of whom were subsequently released, while the remainder are still detained, pending further investigations.

MURDER CHARGE.

INDIAN GUNNER ON TRIAL.

The last case in the November Criminal Sessions, that in which an indictment of wilful murder was made against Bahadar Singh, a gunner of the Hongkong-Singapore Battalion, R.G.A., was heard before His Honour Mr. Justice Gompertz, at the Supreme Court this morning.

The accused pleaded not guilty, and the following jury were called—Messrs. Samuel Green (foreman), R. M. Austin, P. J. Taylor, U. M. Omar, A. H. da Silva, L. A. Silva and Wong Kwong-tin.

The Attorney General (Hon. Mr. H. E. Pollock, K.C.) prosecuted on behalf of the Crown, and Mr. F. C. Jenkin (instructed by Mr. J. H. Gardiner) defended the accused.

Opening the case, the Attorney General said that the charge was one of the wilful murder, alleged to have been committed by the accused at 1.30 a.m. on the 8th September, inside a barrack room at the Whitfield Camp at Kowloon, which was occupied by a number of men belonging to the Hongkong-Singapore Battalion of the R.G.A. The chief witness for the prosecution, Gunner Dawar Singh, would speak to the fact that he was sleeping on the morning in question in the Barrack Room and the deceased, Sucha Singh, was sleeping in the camp bed next to his. At about 1.30 a.m. Dawar Singh was awakened by the sound of blows, as if some one were being struck. He then saw the accused standing at the far side from him of the deceased's bed, between it and the wall. He called out "Sucha Singh has been struck by Bahadar Singh," and explained that his cry was due to what he saw. What he saw was that the accused was standing by the bed of the man who was now deceased, with a piece of iron piping in his right hand, while at the same time blood was flowing from the head of the deceased.

Dawar Singh then saw the accused walk across to his own bed and throw the piece of iron piping over to the window. At the same time he also saw Gadak Singh (another witness) sit up in his bed, and the explanation for this was that the iron piping in his flight towards the window had passed over Gadak Singh's bed. The iron bar, on its dropping out of the window, was picked up by another witness. It was formerly used as a blow-pipe in the cookhouse.

Those were the main facts with reference to the accused. That evidence of Dawar Singh was corroborated by various witnesses. When Havaldar Kisen Singh was called into the room, he was informed that the deceased had been struck by the accused. The accused, simply denied it, and later when he was brought before the Adjutant, Capt. Evenden, he was duly cautioned, after which he made a statement that he was awakened by Dawar Singh crying out that Sucha Singh had been struck. He was the first to get out of bed and went to the accused to render assistance by giving him water. He was falsely accused to Havaldar Kisen Singh, and put under arrest.

Continuing, the Attorney General said that the accused during the following few days made no attempt to incriminate anyone. The unfortunate man who was struck died on the 11th September, three or four days after he was struck, and the Military Authorities, realising the fact that it was a case to be dealt with by the Civil Authorities of the Colony, handed over the accused to the Police. On the 12th September he was brought to the charge room and then he made the following statement: "I did not kill or strike Sucha Singh, but he was killed or struck by Dawar Singh (the principal witness). Dawar Singh falsely accused me of it." Remarkable on this statement the Attorney General dwelt on the fact that the accused in his previous statement had said he heard Dawar Singh call out several times that the deceased had been struck. The accused, after the murder, did not incriminate anyone, until he was brought to the Police Station, when he thought fit to trump up a charge against Dawar Singh. Concluding, Mr. Pollock said that the evidence would clearly establish a charge of wilful murder against the accused.

Evidence was then called to bear on the Attorney General's statement.

The case is proceeding.

To-day is Queen Alexandra's 75th birthday. Men-of-war in port dressed ship for the occasion and a royal salute was fired at noon.

COST OF LOCAL COAL.

REASON FOR EXORBITANT PRICES.

"A TROUBLESOME BUSINESS."

With the advent of the winter, more coal will now be consumed in the households of the Colony. In Shanghai, household coal is retailed at \$13 per ton, but in Hongkong the price is \$30 per ton for the Peak and \$25 for the lower levels. If they can get good ordinary coal in Shanghai at \$13, there seems no good reason why we should not get it near that rate in Hongkong. The present rate works out at \$7 per ton for cheap Japanese coal.

In order to ascertain the reason for such a difference between Shanghai and Hongkong prices, a representative of the *Telegraph* called upon the manager of the Mitsui Bussan Kaisha to acquire some enlightenment. The interview was instructive, disclosing an attitude of "Take it or leave it," which seems to prevail in many of our local firms. The household coal business is very troublesome, therefore there must be a heavy premium on the consumers. We give the case of the M.B.K. *ipsissima verba*—

"This household coal business is very troublesome. If our clients are prepared to pay \$23 per ton, then we execute orders. We do not like the household coal business, and we are just now quoting Chinese dealers prohibitive prices. We are a big firm and we are not anxious to be troubled with small business. Some customers do not pay regularly. Supplying to the Peak entails sending shroffs and coolies to the Peak. Coolie hire alone costs \$4 per ton of coal. The real price in our godown is \$24. In supplying the houses we have to sift the coal twice, so as to select the big coals. This entails an additional expense."

They do not do the same in Shanghai?

"Yes, they do," was the reply. "Then why is the price here not the same?" enquired our representative.

"They do it there on a big scale. If we want to do household coal business on a large scale, we must increase our staff, and make a reduction in price of only \$2. The Chinese sell coal cheaper than us."

"Then why cannot your firm sell it just as cheap, or cheaper?"

"Because if we were to reduce our prices we should deprive the Chinese of their business."

"What is your cost price?"

"The cost price in Japan is 26 yen per ton. We fixed our exchange a long time ago at 160 and 175. We fix exchange two or three months ahead. We also fixed the freight long ago. Sometimes we fix it a year in advance. Everything is against us now. The cost in our godown is \$21 or \$22."

"If you get your coal at this exchange and this freight, what will be your cost?"

"It will be \$17 or \$18 per ton."

"People complain that prices are too high," asserted our representative.

"We do not want to reduce prices. If we reduce our rates, it will deprive our Chinese customers of their profits."

"At what price do you sell to these Chinese?" enquired the interviewer.

"At \$19 to \$20 ex-godown. They have to shift the coal, incur extra coolie hire, and sell dust coal cheaper than they purchase the whole stuff. For lump coal they may get a better price, but, on the whole, they do not make too much profit. It is very difficult for them to get their money back as the houses on the Peak are scattered and the residents are not very quick in their payments. If the shroff is sent twice or thrice that will cut down their profits. We have any amount of trouble with users of household coal on the Peak."

Every day we are rung up fifty times. Grumble like Why have you not sent our coal as ordered? 'Why did you send us coal that we did not order?' are very common. There is too much trouble."

"You do not think that prices of coal will be reduced in the near future?"

"I think we shall have to make some reduction."

"What is the local consumption of coal?"

"Two to three thousand tons per month. That is the entire consumption of Hongkong, 75 per cent. of which is burnt by the Chinese, while the best grade is taken by the Europeans. Supply at present is quite plentiful. So far we have not experienced any difficulty."

CHINA SQUADRON.

SUBMARINE FLOTILLA ARRIVES.

Further additions to the China Squadron arrived in harbour yesterday afternoon, namely, nine war craft comprising the new Sixth Submarine Flotilla which left Devonport on September 15th. The Flotilla comprises the "Ambrose" (parent ship), "Marazion" (sloop), the drifter "Moonshine", and submarines L 1, S 4, 6, 9, and 15.

The "Ambrose" is one of the numerous specially fitted-out ships for submarine work, and as such was employed in various parts of the North Sea and other spheres of naval activity during the war. She is thoroughly up to date, and carries every facility and equipment for her special duties.

The "Marazion" is a sloop of nearly 1,000 tons, and was latterly employed as tender to the "Ambrose," a duty she will continue to discharge on the China Station. She is also a product of the war, and much speedier than the ordinary sloop of pre-war times most of which were built for river and shallow sea patrol.

The "Moonshine" is a large drifter attached to the Flotilla for mining service. She was originally in the mercantile marine service, and was taken on during the last year of the war for mining duties, for which she is specially adapted. She has all the latest equipment for lifting and sweeping mines.

The submarines—six in number—are of the well-known L type, well-nigh 1,000 tons in displacement, well armed and very speedy both awash and submerged. They are products of the war and of all the dreadful under-water experience induced by German frightfulness. Some of the L boats had exciting experiences during the war.

The full list of the officers of the Flotilla is:—

FLOTILLA OFFICERS.

Commander, Cecil P. Talbot, D.S.O.; Lieut.-Commanders, R. C. Hayes, O.B.E., D. F. Jones; Lieutenants, R. B. Martin, J. E. Dicken; Engr.-Commander, H. W. Grant (for duty with Submarines); Engr.-Lieutenant, B. J. A. Wilkinson (for duty with Submarines); Chaplain, The Rev. G. W. B. Stott; Paym.-Commander, E. Boucher; Surg.-Lt.-Commander, T. Cock; Pay-Sub-Lieut. J. A. Miller; Chief Gunner, H. F. Bevan; Chief Shipwright, C. A. M. Brown; Shipwright, J. P. Wilson; Boatswain, W. J. Reynolds; H. Lean; Artificer Engineer, H. C. Schofield; Warrant Telegraphist, N. McLeod; Warrant Electrician, W. Gibson; Paym.-Midshipman, A. W. Holmes.

FOR COMMAND OF SUBMARINES.

Commander, B. Ackworth, D.S.O.; Lieut.-Commanders, C. O. Regnart, A. B. Greig, D.S.C., R. N. Stopford; Lieutenants, T. A. Powell, C. P. Satow, N. Manley, E. D. Dolphin, D.S.O., D. V. Peyton-Ward, A. M. Carrie, C. G. McArthur.

FOR SUBMARINES.

Lieut.-Commander, G. A. G. Haggard, D.S.C.; Lieutenants, C. O'Callaghan, D.S.O., T. M. Taylor, R. V. Mack, D.S.C., L. G. Ansell, B. C. A. Tweedy, W. St. A. Malleon, V. C., A. S. Hutchinson, B. L. Clark, J. H. McNair, T. F. Turner, J. de M. Leathes, W. B. Beech, Sub-Lieutenant, G. W. E. Castens, G. G. Thyne; Artificer Engineers, F. J. Davis, T. Clegg, E. P. Sweeton, E. A. Williamson, A. J. Nash, J. D. Irvine, J. Byron, J. McDougall, Mates, J. V. Bond, F. H. Jarvis; Gunners, W. H. Martin, H. C. Eldridge; Boatswains, E. Sykes, J. Light.

PANSY DAY.

FURTHER DONATIONS.

To the Pansy Day Fund in connection with the local movement on behalf of Devastated France the following subscriptions have been received:—

"Un Ecossais"	\$100
R. M. Dyer Esq	25
H. Sieling Esq	25
J. H. Wallace Esq	25
A. H. Compton Esq	25
M. S. Sassoon Esq	25
J. Jonckheer Esq	25
W. D. Kraft Esq	25
F. C. Hall Esq	25
J. W. C. Bonnar Esq	25
From Goller Fanling Saturday afternoon	10

Already acknowledged

\$335

\$1,440

Further subscriptions are invited and may be sent to the Hon. Treasurer.

H. MATHESON.

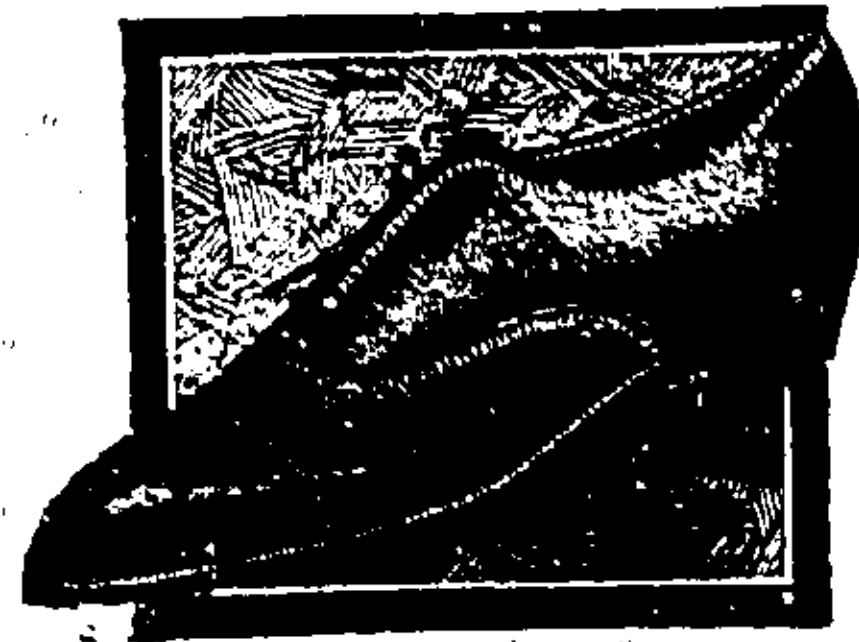
C/o Chartered Bank of India, Australia & China.

YEE SANG FAT CO.

JUST ARRIVED
SMART

Ladies & Gents'

SHOES & BOOTS

Black or Brown Leather
Price Moderate.

YEE SANG FAT CO.,

Queen's Road, & D'Aguilar Street.
TELEPHONE 1355.

GYMKHANA.

THE ST. ANDREW'S
MEETING.

Although rendered very much less enjoyable than anticipated by reason of the very inclement weather the Gymkhana held at Happy Valley on Saturday afternoon in aid of the Devastated Villages of France fund, must be voted a success. When racing commenced there was quite a good crowd present, and although the weather, which had been threatening before, became most persistently wet, there was quite a large attendance to witness the majority of the events. As the figures below show the cash sweeps were well supported, and the fund must have considerably benefited.

Known as the St. Andrew's Meeting, the event was characterised by some very good racing. Cups for all events had been donated by various supporters of the Gymkhana Club, and the French community in Hongkong had very generously subscribed the whole of the stake money. Tea was provided by the Portuguese community, assisted by Messrs. Wiseman Ltd., and was extensively patronised. With such liberal assistance those who organised the event should be in a position to hand over a very gratifying sum.

His Excellency the Governor arrived in time to see the race for the St. Andrew's Cup, and was an interested spectator of the remaining events. At the conclusion of the racing he presented the Cups to the winning owners.

Mr. H. B. L. Dowbiggin, the Hon. Secretary, in asking His Excellency to present the cups, said that before doing so he would like to propose an omnibus vote of thanks to all those who had helped to make the Gymkhana a success; to the owners of ponies, the jockeys, the donors of cups, the Portuguese community for having provided the tea, and to the French community for having subscribed the stakes for the meeting. (Applause.)

His Excellency then presented the cups, afterwards saying that Mr. Dowbiggin had omitted one name in mentioning those to whom thanks and appreciation were due. That was Mr. Dowbiggin himself who had taken endless trouble in organising that successful meeting. He congratulated Mr. Dowbiggin on his success. (Hear, hear.)

It was announced by Mr. Dowbiggin that the winner of one of the Cash sweeps had promised to give a large proportion of it to the Fund. (Hear, hear.)

We understand that the winner of the sweep in question was Mrs. Basil Tylor.

During the afternoon the band of H.M.S. Hawkins (by permission of Capt. R.G.H. Henderson, C.B., and officers) rendered a very enjoyable programme of music, under Bandmaster H. Lodge, whilst the pipers of the H.K.S.B., R.G.A., (by permission of Major T. M. Wakefield and officers) were also in attendance.

The officials were—

The Stewards of the Hongkong Jockey Club, (Ex-Officio). The Hon. Mr. John, Johnstone, Mr. G. C. Moxon, Mr. D. M. Ross, Mr. J. H. Congdon, Major L. Cassel, O.B.E., Mr. C. L. Sandes, Mr. W. J. Morrison, Hon. Treasurer, Mr. H. B. L. Dowbiggin, Hon. Secretary.

Commodore V. G. Gurner, R.N.,

Judge.

Mr. D. M. Ross, Handicapper.

Mr. C. L. Sandes and Mr. H.

W. Dick, in Charge of the Scale.

Mr. H. J. Gedge, 1st Starter.

Mr. J. H. Congdon, 2nd Starter.

Mr. F. H. Thomas and Mr. R.

P. Thurstfield, Paddock.

Mr. M. S. Sassegn, Time Keeper.

Details of the racing are ap-

pendent—

The Killmarnock Kanter; Class

Handicap; "B" Class, Three quar-

ter mile. 1st Prize Silver Cup

presented by Mr. J. H. Congdon.

Mr. John Peel's Ringwood, 158.

Mr. Johnstone 1

Mr. J. H. Congdon's Tonic, 147.

Mr. Morrison 2

Mr. Goahead's Snuffbox, 149, Maj.

Kirkpatrick and Mr. Gilpin's

Whitewang, 154, Mr. Grimstone 3

Also ran: Mr. H. B. L. Dowbig-

gin's Dalesman, 147, Mr. Way; Mr.

H. B. L. Dowbiggin's Morning

Star, 145, Mr. Brun; Mr. Adam's

Rheostat, 145, Mr. Doyle.

The ponies got away after a

false start. Dalesman being left

some yards behind. Rheostat got

into the leading position, followed

by a bunched field, but at the rock

was displaced by White Fang.

Coming into the straight Johnstone

brought Ringwood along splendid-

ly and, taking the first position, got

on the rails to win comfortably by

a length. The next three ponies

caused the most excitement, they

racing hard neck to neck for the

second position. This was secured

by Tonic by a head, Snuffbox and

Whitewang deadheating for the

third place. Time, 1 min. 32.5

secs.

Cash Sweeps:

Ticket No. 8.....\$674.10

Ticket No. 218..... 192.60

Ticket No. 4..... 48.15

Ticket No. 206..... 48.15

Drawn starters (\$10 each): 175:

244; 45.

Pari Mutuel.—Winner \$5.90.

Placed Ponies: 1, \$5.10; 2, \$5.90;

3, \$7.40 (White Fang), \$5.20

(Snuffbox).

The Gorbals Gallop: Class

Handicap, "A" Class: Three quar-

ter mile. 1st prize, silver cup pre-

sented by Mr. M. R. de Journal.

Mr. John Peel's Burning Day-

light, 150, Mr. Johnstone 1

Mr. John Peel's Alexander, 146,

Mr. Reid 2

Mr. Gay Bird's Swallow, 150,

Maj. Kirkpatrick 3

Also ran: Mr. Horsford's Mal-

colm, 162, Mr. Morrison; Mr.

Soares' Lovejoy (late American

Chief) 147, Mr. Seth.

This race was a triumph for

John Peel's stable, its representa-

tives securing the first and second

positions. Alexander went to the

lead at the start his stable com-

panion, Burning Daylight, being

last. Malcolm had second place

to Alexander at the rock, the rest

being well together. Burning Day-

light commenced to pick up as the

village was passed and on enter-

ing the home straight was clever-

ly brought through to first place,

maintaining it in spite of a strong

challenge from Alexander, winning

by four lengths. Two lengths

separated second and third. Time,

1 min. 39.15 secs.

Cash Sweeps:

Ticket No. 208.....\$1,094.80

Ticket No. 304..... 312.80

Ticket No. 185..... 156.40

Drawn Starters: 277, 58.

Pari Mutuel.—Winner \$7.20.

Placed Ponies: 1, \$6.90; 2, \$9.70.

Scotch Scurry: Distance Handi-

cap: About half a mile. 1st prize,

silver cup presented by Captain

Basil Tylor.

Mr. J. H. Congdon's Gray Boy,
20 yds., Mr. Sutton 1
Mr. Horsford's Variety, 30 yds.,
Mr. Morrison 2
Mr. Adam's Rheostat, 10 yds.,
Maj. Kirkpatrick 3
Also ran: Mr. A. D. Macdonald's
White Chalk, 5 yds., Mr. Doyle;
Mr. Grimstone's Chemb, 25 yds.,
Grimstone.

This race attracted but a small
field. Gray Boy quickly got the
lead, holding it to win by a length.
Two lengths between second and
third.

Cash Sweeps:

Ticket No. 412.....\$1,292.90

Ticket No. 66..... 369.40

Ticket No. 23..... 184.70

Drawn Starters: 399, 217.

Pari Mutuel.—Winner: \$19.90.

Placed Ponies: 1, \$11.10; 2, \$18.10.

St. Andrew's Cup: 5 furlongs.

(for Larsen subscription griffins).

1st Prize, cup presented by Mr.

Ross Thomson.

Messrs. Thomas & Ross' George

Mac, 155, Mr. Doyle 1

Messrs. Dowbiggin and Sandes'

Yeoman, 153, Maj. Kirkpatrick 2

Mr. G. and G's Cornet, 160,

Mr. 3

Also ran: Mr. Gay Bird's Sand

Martin, 158, Mr. Morrison; Mr.

John Peel's Unnamed, 153, Mr.

Johnstone; Mr. John Peel's Un-

named, 153, Mr. Reid; Mr. John

Peel's Brown, 155, Mr. Grimstone;

Mr. A. R. Lowe's Unnamed, 155,

Mr. Watt; Mr. All-Sure's Rab, 155,

Mr. Seth.

That George Mac's win came

as a bit of a surprise is shown by

the dividend of \$40.10 the "Pari"

paid out for a win. George Mac

was leading at the rock and main-

tained the position without much

difficulty. The field crowded into

the straight but Johnstone failed

to get his mount through and

dropped behind. Cornet and Yeoman

put up a rare fight for second

place, the former taking it by half

a length. George Mac won by

two lengths: Time, 1 min. 21 secs.

Cash Sweeps:

Ticket No. 203.....\$1,640.40

Ticket No. 113..... 458.60

Ticket No. 120..... 234.30

Drawn Starters: 292, 8, 165, 81,

480, 425.

Pari Mutuel.—Winner \$40.10.

Placed Ponies: 1, \$12.20; 2, \$7.10;

3, \$8.20.

The Trossachs Trot: one mile:

First prize, silver cup presented by

Mr. John Peel.

Mr. Gilpin's White Fang, 152,

Mr. Grimstone 1

Mr. Goahead's Snuffbox, 158,

Maj. Kirkpatrick 2

Mr. A. D. Macdonald's White

Chalk, 152, Mr. Doyle 3

Also ran: Mr. J. H. Congdon's

Tonic, 158, Mr. Sutton; Mr. H. B.

L. Dowbiggin's Dalesman, 155,

Mr. Reid.

White Fang was leading when

first passing the post, followed by

Snuffbox and White Chalk. There

was a good race home. White

Fang winning by half a length from

Snuffbox, while White Chalk was

a length further behind. Time

2 mins. 19.25 secs.

Cash Sweeps:

Ticket No. 265.....\$1,542.10

Ticket No. 162..... 440.60

Ticket No. 117..... 220.30

Drawn Starters: 215; 364.

Pari Mutuel.—Winner, \$49.30.

Placed Ponies: 1, \$14.60; 2, \$7.30.

The Porto-bello Purse, 1¼ mile

handicap: First prize, silver cup

presented by Mr. H. B. L. Dowbig-

gin.

Mr. John Peel's Red Ensign, 163,

Mr. Johnstone 1

Mr. E. des Vaux's Gentle Cat

(late Catford); 161, Mr. Seth 2

Mr. Horsford's Malcolm, 152,

Mr. Doyle 3

Also ran: Mr. Soares' Lovejoy

(late American Chief) 147, Mr.

Brun.

Lovejoy was first by the Judge's

Box, followed by Red Ensign and

Malcolm, and the same position

was maintained up the incline.

By the village Red Ensign was let

out and began overhauling Lovejoy,

while Gentle Cat began to pick up

ground. There was a fine race

home, Red Ensign only winning

from Gentle Cat by half a length.

A length separated second and

third. Time 2 mins. 54 secs.

Cash Sweeps:

Ticket No. 163.....\$1,507.80

Ticket No. 465..... 430.80

Ticket No. 354..... 215.40

Drawn starters: 301.

Pari Mutuel.—Winner \$8.00.

Placed Ponies: 1, \$6.00; 2, \$6.30.

The Dumfries Derby: half a

mile. First prize, cup presented by

Mr. T. S. Forrest.

Mr. Gay Bird's Sand Martin, 153,

Maj. Kirkpatrick 1

Mr. John Peel's Exchange, 155,

Mr. Reid 2

Mr. Billiards' Cue, 161, Mr. Seth 3

Also ran: Mr. Dash's Jazzily,

158, Mr. Doyle; Mr. A. R. Lowe's

Unnamed, 155, Mr. Watt; Mr. G. C.

Moxon's Rination, 155, Mr. Sut-

ton; Mr. All Sure's Rab, 155, Mr.

Grimstone.

DAIRY FARM NEWS.

OWN HOUSE FED
POULTRY

We are now able to supply our customers with own fed
poultry and to meet all demands.

Our present stock consists of specially selected birds
which are in prime condition and should give every
satisfaction.

FRANKFURTER SAUSAGE
THIS WEEK'S SPECIALITY

TRY THEM

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.

DO YOU NEED A TYPEWRITER?

IF SO SEE OUR REBUILT

REMINGTONS AND UNDERWOODS

WE CAN SAVE YOU MONEY

THOMAS W. SIMMONS & CO.

IMPORTERS & EXPORTERS

TOP FLOOR YORK BUILDING TELEPHONE 2189.

PURE
MARINE PAINT

CAL-PACO cannot be equalled
for purity and the excellent finish
it imparts on any surface. It withstands
the severe tests of weather and
varying temperature.

INTERIOR DECORATION

CAL-PACO offers something entirely
new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

Sole Agents

GERIN, DREVARD & CO.

HOTEL MANSIONS

MOTOR BANDITS.

THREE CHARGED AT
POLICE COURT.

The three Chinese arrested in
the recent motor car robbery at
Kennedy Town were today
formally charged at the Police
Court with armed robbery.

They pleaded guilty to the
charge and were remanded for
the framing of further charges in
connection with the shooting of
constables and other persons.

UNION CHURCH.

THREE QUARTER
CENTURY FUND.

Anonymous	\$250.00
Sir Robert Ho Tung	200.00
Mr. J. Martin	75.00
Mr. G. P. Lammert	50.00
Mr. J. Hunter	25.00
Mr. G. Ringnald	25.00
Inspector J. J. Watt	20.00
Mr. A. Calvert	10.00
Amounts previously acknowledged	10,134.18
	\$10,789.18

ton; Mr. All Sure's Rab, 155, Mr.
Grimstone.

The field got away well and
bunched up to the straight where
the three placed ponies began to

SHIPPING.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
TRAZOMONTES	9,000	1st Dec.	London, via Yok & Suez.
DILWARA	5,500	16th Dec.	Straits, Ceylon & Bombay.
NOVARA	7,000	19th Dec.	Marseilles & London direct.

BRITISH INDIA-APCAR SAILINGS (South)

ARRATON A.	4,500	23rd Dec.	Straits, Rangoon & Ceylon
------------	-------	-----------	---------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,000	13th Jan.	San dakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
------------	-------	-----------	---

SAILINGS TO SHANGHAI & JAPAN.

ARRATON APCAR	4,500	1st Dec.	Shanghai and Kobe.
---------------	-------	----------	--------------------

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 11 ft. x 11 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

Agents.
22, Des Vœux Road Central.

CPLOS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Mojo) Kobe & Yokohama)

FROM HONGKONG, VANCOUVER.

STEAMERS.

Steamer	From	Due
Empress of Japan	Dec. 10	Dec. 10
Empress of Asia	Dec. 15	Dec. 15
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 3	Jan. 27
Empress of Japan	Jan. 14	Feb. 4
Empress of Asia	Jan. 22	Feb. 9
Empress of Russia	Mar. 10	Mar. 31
Monteagle	Mar. 11	Mar. 29
Empress of Japan	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Russia	May 5	May 26
Monteagle	May 6	May 24
Empress of Japan	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Russia	June 30	July 21
Monteagle	July 1	July 19

Passage Rates Hongkong to United Kingdom
 Empress of Japan Gold 10/00
 Empress of Asia Gold 10/00
 Empress of Russia Gold 10/00
 Monteagle Gold 10/00
 For rates and other information please apply to
 HONGKONG OFFICE.
 Telephone 2111 Cable address: C.P. CANADIAN

CANADIAN PACIFIC OCEAN SERVICES

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For SAN FRANCISCO For SEATTLE
 "WEST CAJON" 1st Jan. "BRAVECOUER" 20th Dec.

Also
 "West Cajon", "West Hela", "West Hela", "West Lion", "Western Glen",
 "Bakersfield", "Bravecoer", "Devilance", "Editor", "Stanley", "West Cactus",
 "West Segovia", "West Lisle", "Hathaway", "Vinta".
 arrivals to be announced later.

Through rates quoted and through B/Ls issued to all overland points in U.S. and Canada.

HONGKONG OFFICE: 1st floor, Powell's Building Tel. 3008.
 L. EVERETT, Vice-Pres. E. A. NELSON, General Agent.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.
 General Banking and Foreign Exchange.
 We maintain Foreign-Trade and Travel Bureaus.
 American Business a Specialty.

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
 SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
 Cargo to Overland Points U.S. in connection with Great Northern
 Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
 FUSHIMI MARU (Omitting Manila) Sat. 13th Dec. at 11 a.m.
 KATORI MARU (Omitting Manila) Wed. 21st Jan. at 11 a.m.
 LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
 Port Said & Marseilles.

TAMBA MARU ... Friday, 5th Dec. at noon.
 MISHIMA MARU ... Thursday, 18th Dec. at noon.
 MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
 Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Dec. at 11 a.m.
 NIKKO MARU ... Middle of January.
 NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
 Francisco, Panama & Colon.

TOKIWA MARU ... Saturday, 6th December.
 TOKUSHIMA MARU ... End of December.
 SOUTH AMERICAN PORTS via Cape.
 BOMBAY & COLOMBO via Singapore.

SHINYO MARU ... Monday, 1st Dec.
 TAMBA MARU ... Tuesday, 2nd Dec.
 TOTOJI MARU ... Friday, 5th Dec.
 CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU ... Thursday, 4th December.
 KAWACHI MARU ... Monday, 29th Dec.
 JAPAN PORTS—Nagasaki, Kobe & Yokohama.
 NIKKO MARU ... Saturday, 20th Dec. at 11 a.m.
 AKI MARU ... Saturday, 16th Jan. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
 TOKUSHIMA MARU ... Monday, 1st Dec.
 ASIA MARU (Kobe only) ... Thursday, 4th Dec.
 SHINRYU MARU ... Tuesday, 9th Dec.

ISABA MARU ... Thursday, 11th Dec. at 11 a.m.
 EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam
 Hamburg etc.)
 TSUSHIMA MARU (Marseilles & Liverpool) Wed., 10th Dec.
 DUBBAN MARU ... End of December.

(London, Antwerp, Rotterdam & Hamburg.)
 PENANG MARU (Marseilles & Liverpool) Beginning of Jan.
 For further information apply to—NIPPON YUSEN KAISHA.
 Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.
 Sailing from Hongkong—Subject to change without notice.

Steamer	Tons	Leave Hongkong
KOREA MARU	22,000	2nd Dec.
ASIA MARU	11,000	8th Dec. (from Yokohama)
YOKO MARU	21,000	15th Dec.
SHINYO MARU	24,000	15th Jan.
PERSIA MARU	9,000	3rd Feb.

• Omitting Shanghai.
 SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU.
 SAN FRANCISCO, SAN LEBON, SALINO CHIA,
 BALEBA, CALLAO, ANICA AND IQUIQUE.
 TEENEE BY TRANS ANDERSON ROUTE TO BUENOS AIRES

Steamers: Leave Hongkong
 SEIRO MARU

Passengers are interchangeable with the Canadian Pacific Ocean Service Ltd. and the Pan
 American Steamship Co.
 Passengers may travel by rail between ports of call in Japan free of charge.
 For full information as to rates, sailings etc. apply to

T. DAIGO, Manager
 KING'S BUILDING.
 Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Jan. 13th, 1920. Dec. 20th, 1919. Jan. 31st, 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
 Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP Steamer Sailing

For particulars of sailings shippers are requested to approach
 the undersigned.
 Subject to change without notice.

or to REISS & Co. Canton
 THE BANK LINE, LTD.,
 General Agents,
 Hongkong, 10, Apr. 1917.

For New York

AMERICAN ASIATIC S. S. CO.

S. S. "ARABIAN PRINCE"

will be despatched for New York via Suez Canal about
 end of December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

SHIPPING NEWS.

SHANGHAI-HANKOW LINE.

We (Japan Chronicle learn) that the Nisshin (or Sino-Japanese) Steamship Company contemplates abolishing the regular service between Shanghai and Hankow, owing to the decrease of water in the Yangtze river, which is far greater than in previous years. The Masaki-maru of the company, which sailed from Kobe on the 18th ult. is said to be the last steamer for the service above stated.

AMERICAN FREIGHTS.

The Eastern Guide, the N.Y.K.'s extra trans-Pacific ship, picked up consignments amounting to about 3,000 tons, consisting chiefly of sundries, at a freight rate of \$12 before sailing from Kobe recently. This is considered satisfactory in view of the temporary shortage of cargo which is lately manifested and is said to be regarded with envious attention by the other steamship companies. They are surely not so hard up as this, however. The constant nervousness lest there be too many ships on the run is a groundless one. Of course, strikes prevent Japan from importing the machinery and raw materials she requires; and so reduce her exports, but as things settle down there should be almost unlimited scope for bringing to Japan the means of manufacture and taking away the finished products. It is probably the freight brokers rather than the steamship companies whose complaints so readily appear in the Japanese papers.

RENEWED FREIGHT WAR.

One would have supposed that the recent admittance of the Taiyo Kaiun Kaisha into the Australian Steamship Conference marked the termination of the freight war on this run, which was in evidence some time ago, and about which there was a bitter complaint at the time. This appears not to be the case, however, there being still signs of active competition. The Akita-maru, an extra ship of the N.Y.K., which left Kobe last week, sailed only half full, although she did her best to get as much cargo as possible. The fact is that the Madras-maru, which left the port two days before forestalled her, getting several hundred tons. The Taiyo Kaiun Kaisha, also very eager to get sufficient cargo for outward voyages, is rather pessimistic in the matter. Of course, these companies belonging to the Conference, have an agreement regarding the freights, but this is said to be only a theoretical agreement, the suggestion being made that in the hunt for cargo there is a competition in the means of persuasion. It may be mentioned that on return voyages these steamer companies have consignments of wool, for which they have a special contract. The trouble lies in outward voyages because of the decrease in consignments, caused in no small part by the Australians being "fed up" with Japanese goods.

A MESSAGE TO SHIPBUILDERS.

Interviewed by the London representative of the *Journal of Commerce*, Sir Archibald Denby, the originator of the Shipping Exhibition before the war, gave the following message to the shipping world:—"We all feel extraordinarily pleased with this exhibition. In view of the great difficulties all British shipping and engineering concerns had to face in switching from war work to peace production this show is a remarkable revelation of what British industry can do. It is true it is not entirely representative of the great work in the shipping world now directed by British enterprise. But it indicates what this industry can and will do. We have all the resources, all the managerial power, and all the means to retain our supremacy in the shipping world. Just one note is lacking—harmony with our workers. I believe the exhibition will teach this lesson. It will show the world what can be done and that the only factor we now need is work and energy. To the workers we say Produce! Produce! When they realise this—and this wonderful exhibition will show them what it means—then there will be no uncertainty as to the glorious future of the British shipping industry, a future which is just as important to the workers and labourers as to the rest of us."

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & BANGKOK	Chinhua	2nd Dec. at 9 a.m.
H'HOW, P'HOI & H'PHONG	Kailong	2nd Dec. at 10 a.m.
SHANGHAI	Shantung	2nd Dec. at noon.
SHANGHAI	Sunning	4th Dec. at noon.
MANILA, CEBU & ILOILO	Taming	9th Dec. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and between weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

Telephone No. 36.

Hongkong Dec. 1, 1919.

BUTTERFIELD & SWIRE.
 Agents.

INDO CHINA STEAM NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Choysang	Tues., 2nd Dec. at 4 p.m.
STRAITS & Calcutta	Kwaishang	Tues., 2nd Dec. at 3 p.m.
HAIPHONG via Hoihow	Loksang	Wed., 3rd Dec. at 8 a.m.
SHANGHAI	Popsang	Thur., 4th Dec. at 8 a.m.
SHANGHAI	Foshing	Fri., 5th Dec. at 4 p.m.
MANILA	Lalsang	Fri., 5th Dec. at 3 p.m.
SHANGHAI	Yvensang	Fri., 5th Dec. at 3 p.m.
KOBE	Fausang	Mon., 8th Dec. at 5 p.m.
SANDAKAN	Kumsang	Sat., 13th Dec. at 5 p.m.
	Hinsang	Sat., 20th Dec. at noon.

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore returning from Calcutta, steamers proceed via Swatow and Hongkong to Japan, occasion calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailing approximately every five days between Canton and Shanghai, some of which call at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Southern Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation. Sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when required.

SORNOL LINE.—One sailing per month between Hongkong and Sandakan by a steamer having 1000 tons accommodation for passengers. Bills of Lading are issued for Kuching, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

JOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
 (Occupying 9 to 10 days.)

Steamships. Captain Leaving.
 Haiching ... A. H. Stewart ... TUES., 2nd Dec. at 1 p.m.
 Gunnebaug ... Medina ... FRI., 5th Dec. at noon.
 Ha-hong ... J. W. Evans ... TUES., 9th Dec. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 6th December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.
 Agents.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S. S. "WYTHEVILLE"

About December 5th.

Via SUEZ.

S. S. "CAPE MAY"

Late January.

Via PANAMA.

For freight space and particulars apply to:—

THE ADMIRAL LINE

AGENTS.

Telephones
 2477 & 2478

5th floor
 Hotel Marlborough.

SHIPPING.

O. S. K.
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said."ALPS MARU" ... Beginning of December.
"AMER MARU" ... End of Dec. or early Jan.
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SUMATRA MARU" ... Middle of December.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore. "KASADO MARU" ... Friday, 7th Dec.

SAICOM, BAN-KOK & SINGAPORE—Regular Monthly Service. "UNNAN MARU" ... Wednesday, 3rd Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU" ... Thursday, 11th December.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CANADA MARU" (Calling at Manila) Thursday, 27th Nov.

"ARABIA MARU" (Calling at Shanghai) Saturday, 20th Dec.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 4th Dec.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

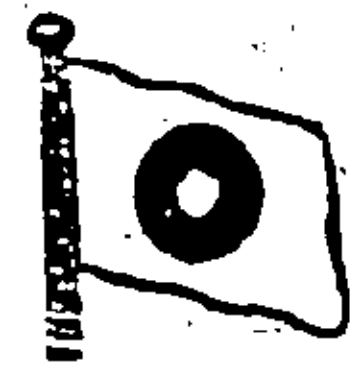
For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,

Tel. No. 744 and 745

No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BEIRUT, PORT SAID, CAIRO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAN, SINGAPORE, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

Telephone No. 2103.

THE AUSTRALIAN
ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	25th Nov.	1st Dec. at 11 a.m.

Quitting Manila Southwards.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUN-HINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.S.S. "VENEZUELA" ... Tuesday, Dec. 2nd.
S.S. "ECUADOR" ... Wednesday, Dec. 31st.
S.S. "COLOMBIA" ... Wednesday, Jan. 28th.

ALSO

The following U.S. Shipping Board vessels

Steamers	Sails from San Francisco	Due to Ball from Hongkong
"WEST INSKIP"	Oct. 25, 1919.	Dec. 17, 1919.
"WEST CADDOA"	Oct. 30, "	Dec. 24, "
"WEST CONOB"	Nov. 1, "	Dec. 26, "
"WEST VACA"	Nov. 10, "	Jan. 3, 1920.
"WEST KADOR"	Nov. 20, "	Jan. 10, "
"WEST NERIS"	Dec. 28, "	Feb. 12, "

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road.
TELEPHONE 141. Cable Address "SOLANO."

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE
"HAROLD DOLLAR"	11th December.
"BESSIE DOLLAR"	15th January.
"MELVILLE DOLLAR"	5th February.
"HAROLD DOLLAR"	10th March.

FOR SAN FRANCISCO.

"WEST HEPBURN" ... 5th December.

Through Bills of Lading issued to all parts of United States or Canada

FOR NEW YORK VIA CUBA.

"M. S. DOLLAR" ... 5th December.
"GRACE DOLLAR" ... 15th January.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR " 792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.

S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Calcutta Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

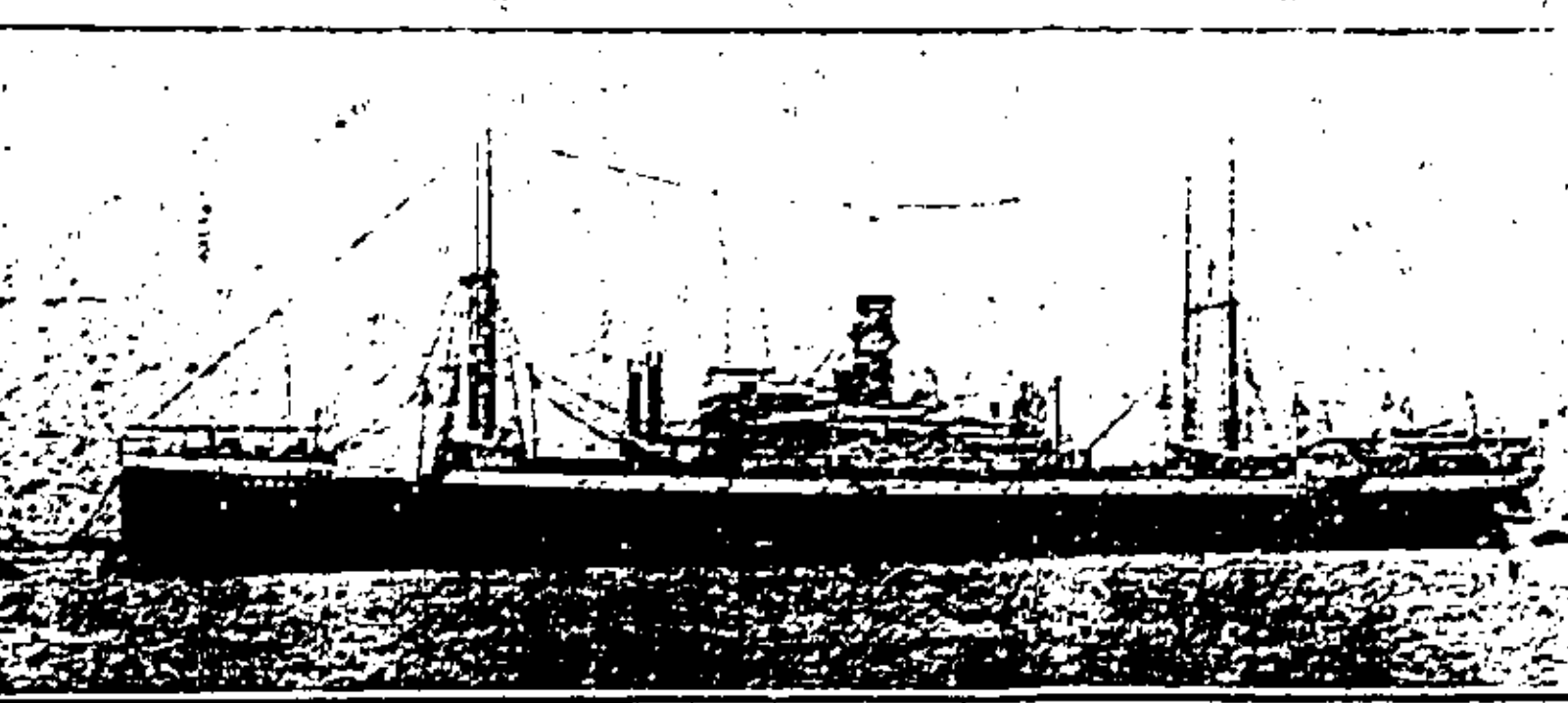
"Knight Templar" via Panama 23rd Decr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected at or about	Will leave on or about	For
Tjikembang	—	in port	1st Dec.	Singapore
Tjikini	Japan	5th Dec.	8th Dec.	Java
Tjiklatjap	Java	15th Dec.	16th Dec.	Balikpapan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETHERLANDS INDIA, MANILA,
HONGKONG & SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Ports.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings.

Telephone No. 1574.

SHIPPING.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"ENDICOTT" ... About Dec. 3	"CITY OF SPOKANE" ... Jan. 5
"ELKTON" ... Dec. 5	"COYOTE" ... Jan. 20
"ELDRIDGE" ... About Dec. 10	"SEATTLE SPIRIT" ... Feb. 1
"EDMORE" ... Dec. 24	"WHEATLAND" ... Feb. 15

For PORTLAND direct.

(Calling at Shanghai and Kobe)

"WABAN" ... About Dec. 19

"WAWALONA" ... Dec. 24

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone Nos. 2471 & 2478

5th Floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 17th Dec. at 3 p.m. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

Agents.

MOVEMENTS OF
STEAMERS.

The N. Y. K. s.s. INABA M. (European Line) left London for this port via the Suez Canal on the 1st Nov. and is expected here on the 10th Dec.

The N. Y. K. s.s. SHINRYU MARU (Bombay Line) left Bombay for this port direct on the 21st Nov. and is expected here on the 8th Dec.

The N. Y. K. s.s. KAIFUKU M. (Calcutta Line) left Calcutta for this port via Rangoon & Singapore on the 25th Nov. and is expected here on the 15th Dec.

The N. Y. K. s.s. TAMA M. (Bombay Line) left Moji for this port on the 26th Nov. and is expected here on the 1st Dec.

The N. Y. K. s.s. TAMBA M. (European Line) left Kobe for this port via Moji and Shanghai on the 25th Nov. and is expected here on the 4th Dec.

The Y. N. K. s.s. ASIA MARU (Calcutta Line) left Singapore for this port on the 26th Nov. and is expected here on the 4th Dec.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via the Suez Canal on the 22nd Nov. and is expected here on the 29th Dec.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port via Manila on the 28th Nov. and is expected here on the 19th Dec.

The N. Y. K. s.s. TOKUSHIMA M. (New York Line) left Manila for this port on the 28th Nov. and is expected here on the 1st Dec.

The P. & O. s.s. DILWARA left Singapore for this port on the 28th ult. at 8 a.m. and is due here on the 3rd Dec.

The R. M. S. MONTEAGLE from Shanghai on the 15th Oct. arrived at Vancouver on the 15th Nov.

The R. M. S. EMPRESS OF JAPAN arrived at Yokohama on 27th November, left there 28th November, at noon, and is due at Vancouver, on 10th December.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.
Rev. Hine Kin, Hotel Edward, from Shanghai.Tangky, from Taipei.
Lewyushing, from Kobe.
Vena, 600 Kanbotagai, from Nagasaki.Harthing, General Delivery, from Shanghai.
L. D. Williams, Hotel Kalee, from Tokio.Lopen Kwong taicheung, Queen's Road Central, from Shanghai.
I. Nobuji, 126 Praya East, from Koza.

W. C. Tural U. S. S. Helena, from Cavite.

I. Levy, Empress of Asia, from Yokohama.

T. KRING.

Superintendent,

Hongkong, Nov. 28, 1919.

VESSELS LOADING

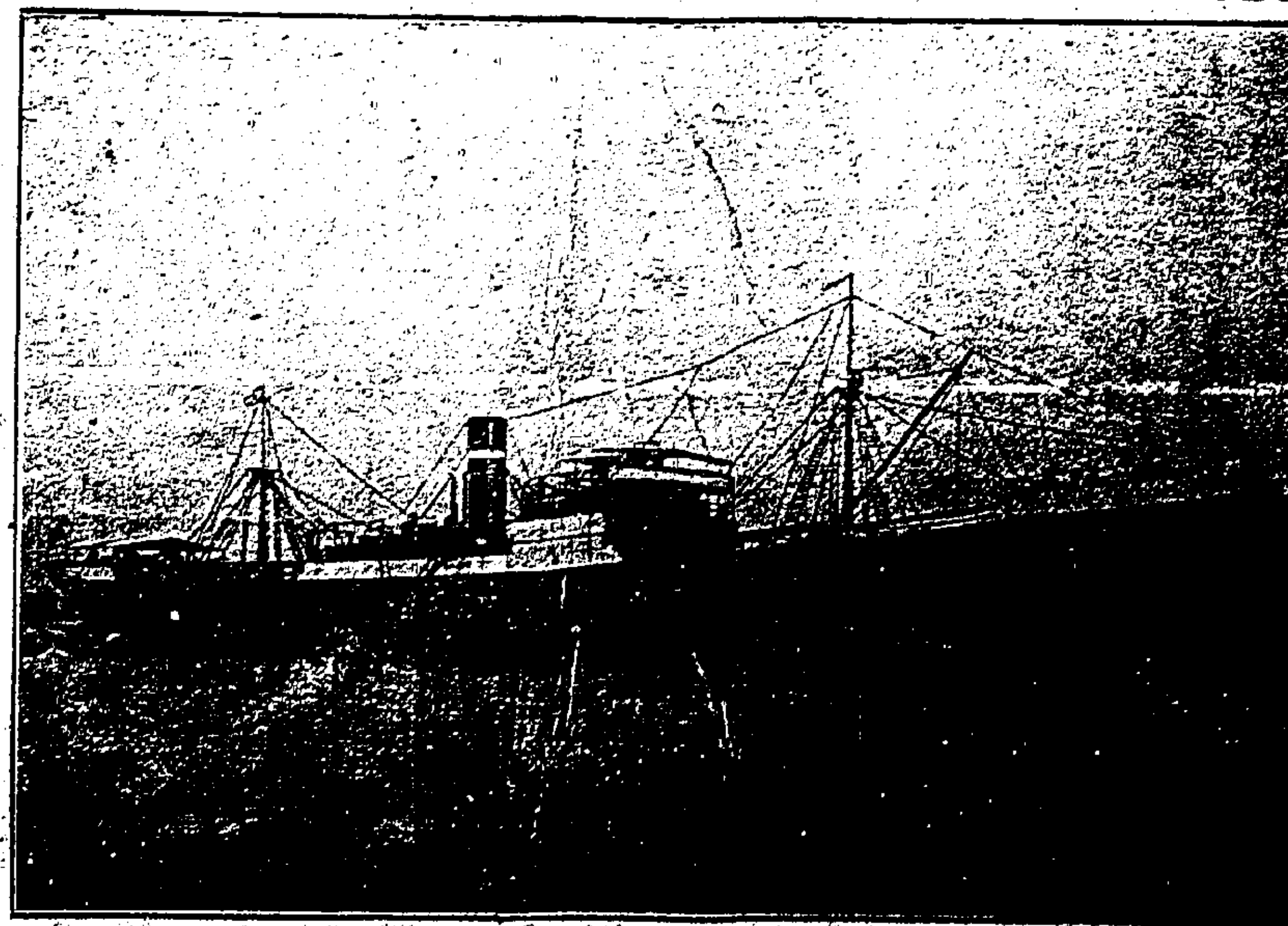
EUROPE, U.S.A., ETC.

Wytheville	P. S. Co.	Dec.
Changsha	B. & S.	Dec.
Venezuela	P. M. S.	Dec.
Korea M.	T. K. K.	Dec.
Endicott	P. S. Co.	Dec.
West Hepburn R. D. Co.	Dec.	
M. S. Dollar	R. D. Co.	Dec.
Elkton	P. S. Co.	Dec.
Tamba M.	N. Y. K.	Dec.
Slavic Prince	S. T. Co.	Dec.
Tokiwa M.	N. Y. K.	Dec.
Mcville D.	R. D. Co.	Dec.
Nippon M.	T. K. K.	Dec.
Eldridge	A. L.	Dec.
Tsushima M.	N. Y. K.	Dec.
Harold D.	R. D. Co.	Dec.
Nishmaha	A. L.	Dec.
Kunajiri M.	N. Y. K.	Dec.
Fushimi M.	N. Y. K.	Dec.
Montague	A. L.	Dec.
West Inskip	P. M. Co.	Dec.
Tenyo M.	T. K. K.	Dec.
Mishima M.	N. Y. K.	Dec.
Waban	A. L.	Dec.
Monteagle	C. P. O. S.	Dec.
Novara	P. & O.	Dec.
Crevecoeur	A. L.	Dec.
Nile	C. M.	Dec.
Arabia M.	O. S. K.	Dec.
Knight Templar	B. L.	Dec.
Edmore	A. L.	Dec.
Tango M.	N. Y. K.	Dec.
West Caddoa	P. M. Co.	Dec.
E. of Russia	C. P. O. S.	Dec.
West Conob	P. M. Co.	Dec.
Wawalona	A. L.	Dec.
Alps M.	O. S. K.	Dec.
Sumatra M.	O. S. K.	Dec.
Amur M.	O. S. K.	Dec.
Tokushima	N. Y. K.	Dec.
Durban M.	N. Y. K.	Dec.
West Vega	P. M. Co.	Dec.
Monteagle	C. P. O. S.	Dec.
St. Albans	P. & O.	Dec.
Grace D.	R. D. Co.	Dec.
Iconium	A. L.	Dec.
Katori M.	N. Y. K.	Dec.
China	C. M. Co.	Dec.
Penang M.	N. Y. K.	Dec.
Nikko M.	N. Y. K.	Dec.
Persia M.	T. K. K.	Dec.

JAPAN, COAST PORTS, ETC.

Tokushima M.	N. Y. K.	Dec. 1
Shinryo M.	N. Y. K.	Dec. 1
Choyang	J. M. Co.	Dec. 2
Haiching	D. L. Co.	Dec. 2
Tama M.	N. Y. K.	Dec. 2
Shantung	B. & S.	Dec. 2
Kwaisang	J. M. Co.	Dec. 2
Kaifong	B. & S.	Dec. 2
Chinhua	B. & S.	Dec. 2
Unnan M.	O. S. K.	Dec. 3
Loksang	J. M. Co.	Dec. 3
Asia M.	N. Y. K.	Dec. 4
Muroran M.	N. Y. K.	Dec. 4
Soshu M.	O. S. K.	Dec. 4
Hopsang	J. M. Co.	Dec. 4
Sunning	B. & S.	Dec. 4
Kunajiri M.	O. S. K.	Dec. 5
Laisang	J. M. Co.	Dec. 5
Totomi M.	N. Y. K.	Dec. 5
Fooshing	J. M. Co.	Dec. 5
Quinnebaug	D. L. Co.	Dec. 5
Yuensang	J. M. Co.	Dec. 5
Kasado M.	O. S. K.	Dec. 7
Tjikini	J. C. J. L.	Dec. 8
Fausang	J. M. Co.	Dec. 8
Taming	B. & S.	Dec. 9
Shinryo M.	N. Y. K.	Dec. 9
Haihong	D. L. Co.	Dec. 9
Inaba M.	N. Y. K.	Dec. 11
Kunsang	J. M. Co.	Dec. 13
Dilwara	P. & O.	Dec. 16
Tjiklatjap	J. C. J. L.	Dec. 16
Nikko M.	N. Y. K.	Dec. 20
Hinsang	J. M. Co.	Dec. 20
Kawachi M.	N. Y. K.	Dec. 23
Aki M.	N. Y. K.	Jan. 16

HONGKONG & WHAMPDOA DOCK CO., LTD.



S.S. "PIONEER" (ex "WAR BOMBER") 8,240 tons D.W.T. 1915

1 2 9 . 3
MILES PER HOUR
ON
'SHELL'

The New British Record created by Captain
Gathergood in the recent Aerial Derby.
THE ASIATIC PETROLEUM CO. (South China) LTD.

X'MAS Cards
Groceries
Novelties

Every line a Bargain!
Every line a Money Saver!
Get your goods for the Season
from

THE SINCERE COMPANY, LTD.
Tel. 1967-8 Branch: Yaumati.

CHRISTMAS

PRESENTS



Just to hand:
RUGS
&
CARPETS.

HOP CHEONG

55, Queen's Rd.
Central.

High-class
Furniture, Man-
ufacturers, Upholsterers,
House, Picture, and
Curtain, Export, Parkers, etc.

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS

THE Company's Steamship

"KITANO MARU."

having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong, and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and
delivery can be obtained as soon
as the Goods are landed.

Optional Goods will be carried
on unless instructions are given
to the contrary before NOON,
TO-DAY.

Goods not cleared by the 3rd
December, 1919, will be subject
to rent.

Damaged packages must be left
in the Godowns for examination
by the Consignees and the Co.'s
representatives at an appointed
hour on Tuesday & Friday. All
claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot
be recognised. No claims will be
admitted after the goods have left
the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 26th November, 1919

CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

S. S. "VENEZUELA"

From SAN FRANCISCO,
HONOLULU, JAPAN PORTS,
SHANGHAI & MANILA.

The above mentioned vessel
having arrived from the above
mentioned Ports, consignees of
cargo are hereby informed that
their cargo will be landed at their
risk into the hazardous and/or
extra hazardous godowns of the
Hongkong & Kowloon Wharf &
Godown Co. Ltd., and stored at
consignees' risk.

Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports
& Exports, Hongkong, before
bills of lading can be counter-
signed.

All broken, chafed and dam-
aged goods are to be left in the
Godowns, where they will be ex-
amined on December, 4th at
10 a.m., and December, 5th at
10 a.m.

All claims must be presented
within a month of the steamer's
arrival here, after which they
cannot be recognized. No claims
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after Decem-
ber 1st, 1919, will be subject to
rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.

PACIFIC MAIL S.S. CO.

Alexandra Buildings,
Hongkong, 29th November, 1919.

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

S. S. "DOYLESTOWN."

From COLOMBO & SING-
APORE.

The above mentioned vessel
having arrived from the above
mentioned ports, Consignees of
cargo are hereby informed that
their cargo will be landed at their
risk into the hazardous and/or
extra hazardous godown of the
Hongkong & Kowloon Wharf &
Godown Co. Ltd., and stored at
Consignees' risk.

Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports &
Exports, Hongkong, before Bills
of Lading can be countersigned.

All broken, chafed and dam-
aged goods are to be left in the
godowns, where they will be
examined on December 3rd at
10 a.m., and December 4th at
10 a.m.

All claims must be presented
within a month of the steamer's
arrival here, after which they
cannot be recognized.

No claim will be admitted after
the goods have left the godowns,
and all goods remaining unde-
livered after December 4th, will
be subject to rent.

No fire insurance, whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.

PACIFIC MAIL S.S. CO.

As Operators, U. S. Shipping
Board.

Hongkong, 27th November, 1919.

CONSIGNEES.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

FROM SEATTLE

THE Steamship

"ELKHORN."

having arrived, from Seattle via
ports, on November 24th, 1919,
consignees are hereby notified
that their cargo is being landed
at their risk into the hazardous
and/or extra-hazardous godowns
of the Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
Kowloon and stored at consignees'
risk.

Consignees of cargo must pro-
duce an Import Permit signed
by the Superintendent of Imports
& Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and dam-
aged cargo is to be left in the
Godowns where it will be
examined at 10 a.m. on Decem-
ber 1st, 1919, by the Company's
surveyors, Messrs. Carmichael &
Clarke.

All claims must be presented
within thirty days of the steam-
er's arrival here, after which they
cannot be recognized. No claims
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after Decem-
ber 1st, 1919, will be subject to
rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignatures immediately.

STRUTHERS & DIXON, INC.

Agents.

1st floor, Powell's Building,

12, Des Voeux Road, Ctl.

Hongkong, 24th Nov., 1919.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN

LINE.

From NEW YORK.

The Steamship

"CITY OF NEWCASTLE."

having arrived, Consignees of
cargo are hereby informed that
all goods are being landed at their
risk into the Hazardous and/or
extra hazardous Godowns of the
Hols Wharf Kowloon whence
delivery may be obtained.

No claims will be admitted after
the goods have left the Godowns,
and all goods remaining unde-
livered after the 30th November
will be subject to rent.

All claims against steamer
must be presented to the under-
signed on or before the 7th
December, 1919, or they will not
be recognised.

All broken, chafed and damaged
goods are to be left in the Go-
downs, where they will be ex-
amined on any Tuesdays & Fri-
days between the hours of 10.45
a.m. and noon, within the free
storage period.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

THE BANK LINE LTD.

General Agents.

Hongkong, 23rd November, 1919.

FOOTBALL.

SATURDAY'S MATCHES.

Saturday's League matches
resulted as follows:-

SENIOR LEAGUE.

Hongkong Club, 3; St. Joseph's

1. Police, 0; South China, 1.

Navy, 4; R. G. A., 2.

JUNIOR LEAGUE.

United F. C., 3; South China

"A", 1.

Indian R. C., 1; South China

"A", 1.

St. Joseph's R., 1; Club de

Recreio, 3.

The weather on Saturday was

very unfavourable, rain falling

the whole of the day, but this did

not prevent some very fine games.

The conditions which prevailed

on Saturday, from a player's

point of view, are certainly

better than the usual glar-

ing sun and heat. The Club

team simply revelled in the con-

ditions, also the Navy, who made

no slips on Saturday and were

determined from the start of the

game to lose nothing by chance.

The lighter teams, St. Joseph's

and South China, did not find the

conditions so pleasant, but they

played surprisingly good football

nevertheless, and South China

must be congratulated on their

first win, following a draw on

Saturday last with the Navy. St

Joseph's gave the Club a big

shock. They fielded the best

team that has represented

them for many months, Omar in

goal, E. Hyndman at back and

Abbas half-back making welcome

reappearances, and Hyndman,

forward, Ogley and Zeph playing

right up to their old form. The

Police did well to hold South

China on their present form and

with a couple of our old favourites

back in the local force, the Police

should be a strong side at the end

of the season.

CLUB V. JOSEPH'S.

Both teams were practically at

full strength, despite St. Andrew's

Day festivities, the Club lacking

the services of McPhail and

Stalker, Boyston and Hamilton

appearing on the right wing

again. The Club started the

game against the hill. St. Joseph's

immediately took up the running,

and Silva and Ogley caused the

defence a lot of trouble

with fast, clever play. The

Club tried each wing in

turn but Zeph and Hyndman in

the defence were great stumbling

blocks, and again St. Joseph's set

up a very warm attack which

ended in one of the Club's defence

handling and Silva drove the ball

past Rodger from the ensuing

penalty, with an unstoppable

shot. The Club did not like this

reverse and Boyston and Reichel-

mann had very hard lines with

fine efforts. Again St. Joseph's

found the Club defence in a

tangle, and Ogley nearly scored

a second, Rodger just saving

at the second attempt from a low

ground. St. Joseph's fell away

before the strong attack set up

by the Club after this, and

Reichelmann netted with one of

his specialities all along the

ground. The Club went straight

for the goal in the second half

and following some fine play on

the right by Hamilton, McTavish

gave them the lead. Ogley again

troubled Rodger with a fine shot,

and Reichelmann at the other

end scored another fine goal

which put the Club safe, and

from now to the end the Club

were much superior.

St. Joseph's set up a splendid

fight and are a small but clever

side. The work of the defence,

in which Omar, Hyndman and
Zeph shone, was very fine,
and Silva, Hyndman and Ogley
were very hot in a troublesome
forward line. The Club have
every reason to be satisfied with
the result, as they played
a very strong game and
did not get much in the way of
present. Several of the players
must have experienced difficulty
with the heavy going after a
strenuous celebration of "St
Andrew's" on the previous night.
Hamilton was a striking success
on the right and Boyston worked
like a Trojan amongst a very
good forward line, whilst
Reichelmann got his goal with
classy touches. The halves had
a great day with the opposing
forwards but came out strong at
the finish and the rear division
had a busier day than usual,
Rodger saving well on occasions.
Mr. Coaker was the official in
charge.

NAVY V. R.G.A.

There were some very fine bits
of football in this match and the
Navy included several "Haw-
kins" men and had some forward
vice Neale. The Navy started a
hot attack, but Gladwin saved
and the R.A. opened the scoring
from a nice effort by Green, who
slipped past the backs and beat
Crocker with a nice touch.
Graydon, soon after the restart,
equalised, and the same player,
despite the close attentions
of Talfourd scored again twice in
quick succession. Stone, after a
lot of attacking by the Navy,
scored with a cross-drive and R.A.
were down well at the interval.
In the second half, R.A. played
pluckily and Green again beat the
defence, but failed with a penalty
just after Crocker saving in first-
class style. Navy were also
awarded a penalty, but Toms
shot straight at Gladwin, who
saved.

The better team won, but there
was not a lot in it. Navy were
well served by Crocker, Miles,
Graydon, Stone and Toms, and
the R.A. played a very fine game
against a superior team. Green
was in great form and Talfourd,
Morris, Middleton and Gladwin
were away in the picture.

Mr. Townsend was the official
in charge.

POLICE V. SOUTH CHINA.

The Police played a surpris-
ingly good game against South
China, the conditions appearing to
favour them. Grimmitt led many a
spirited dash on the South China
goal but the goalie and backs
were very safe. South China's
forwards were very enterprising,
but not steady enough in front of
goal, and Clarke was safe also,
the first half being conspicuous
for defensive play on both
sides. In the second half Police
made great efforts to score and
were nearly through after a nice
run down by the left wing, but
the back kicked clear. Police
had a great chance of winning
from a penalty kick, but missed
the chance and with only a few
minutes to go Ip Kwan scored a
delightful goal with a low cross
shot, quite beating Clarke, the
ball crashing the net with great
force.

The Police should have pulled
the match off, but lacked opportu-
nists in the forward line. The
defence was sound and could not
be blamed for the goal which
was a beauty. Miller, Grimmitt,
Clarke and the goalkeeper were
largely in the picture while for
South China the right wing was
very much in evidence and on
their own day the team will be
hard to beat.

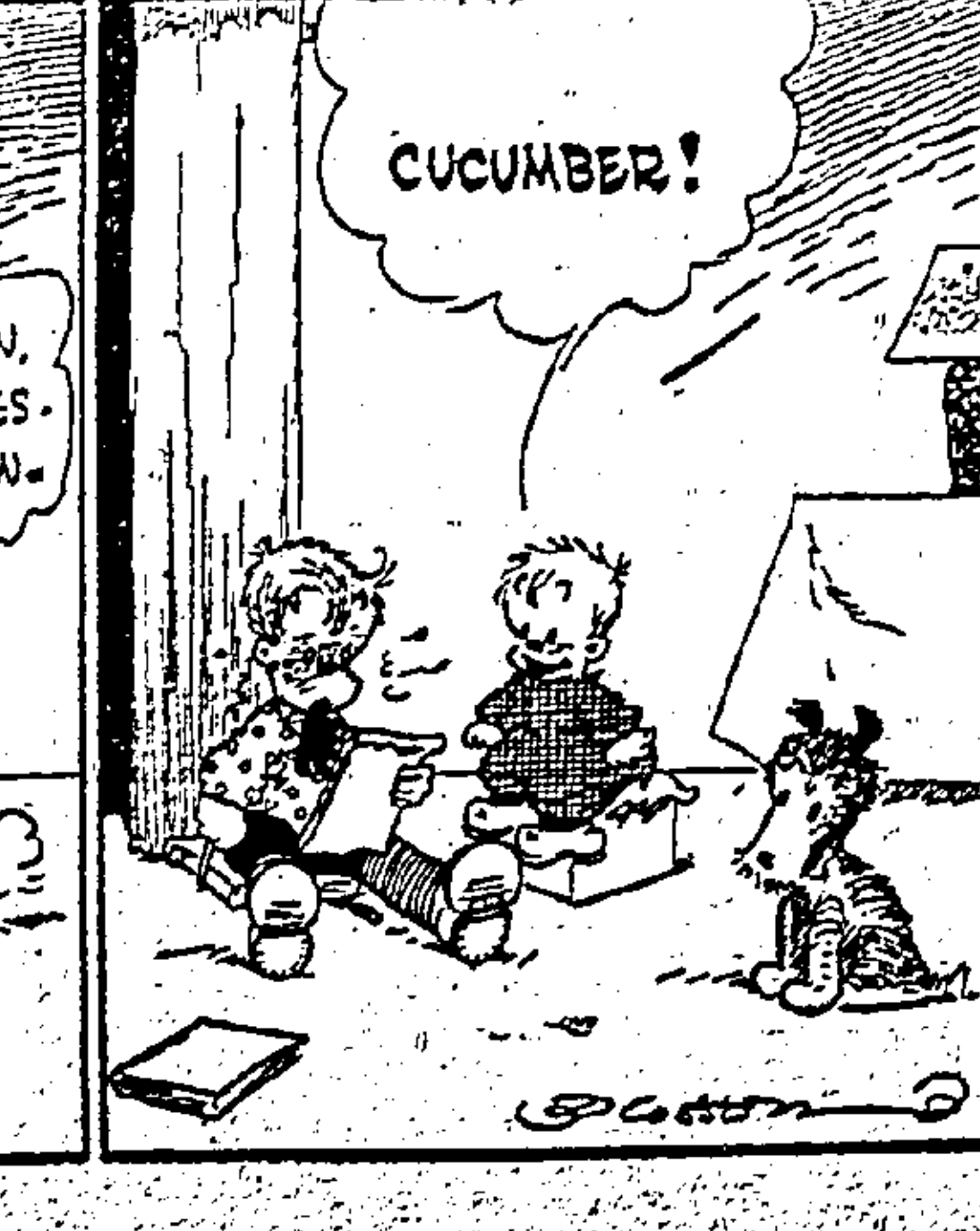
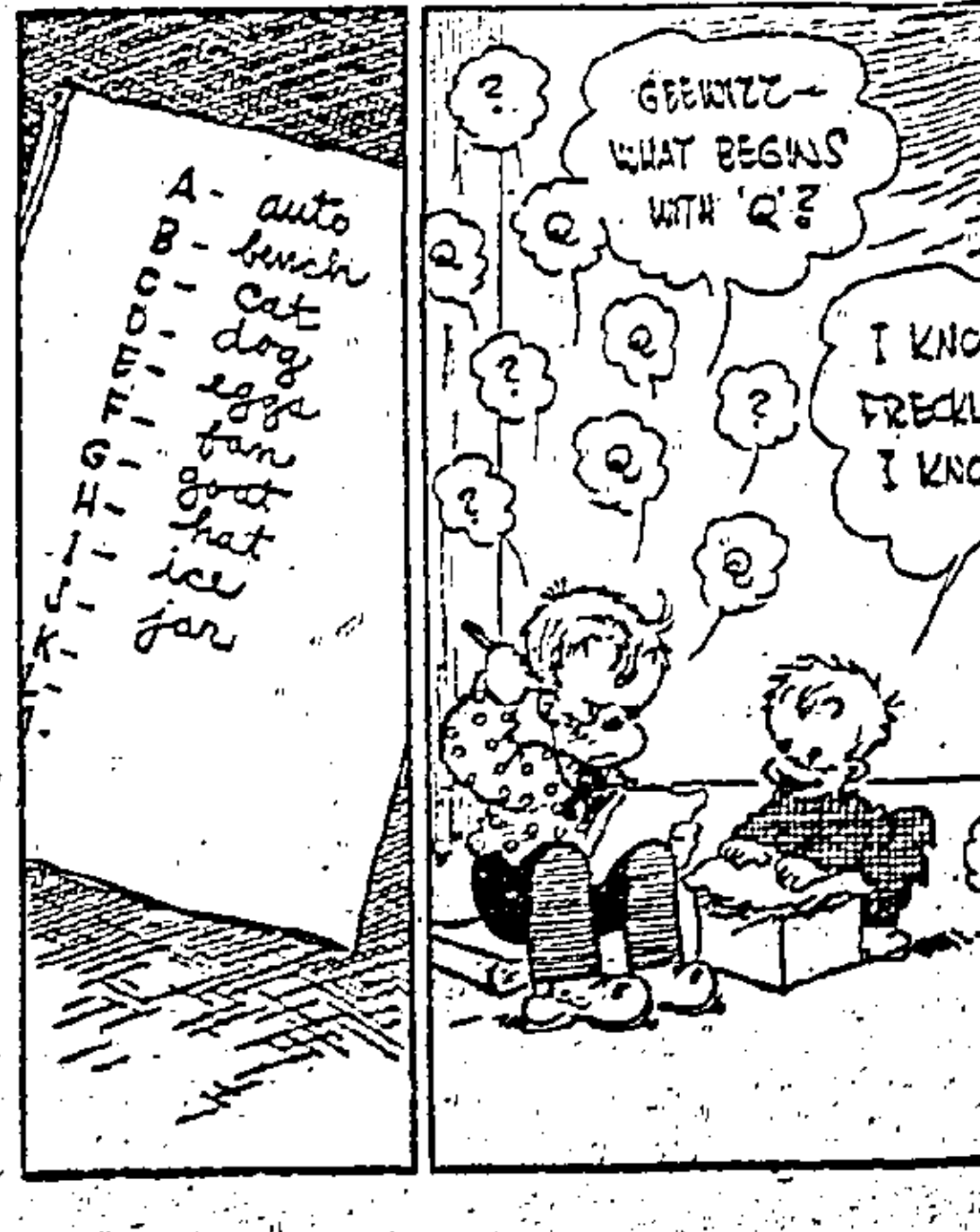
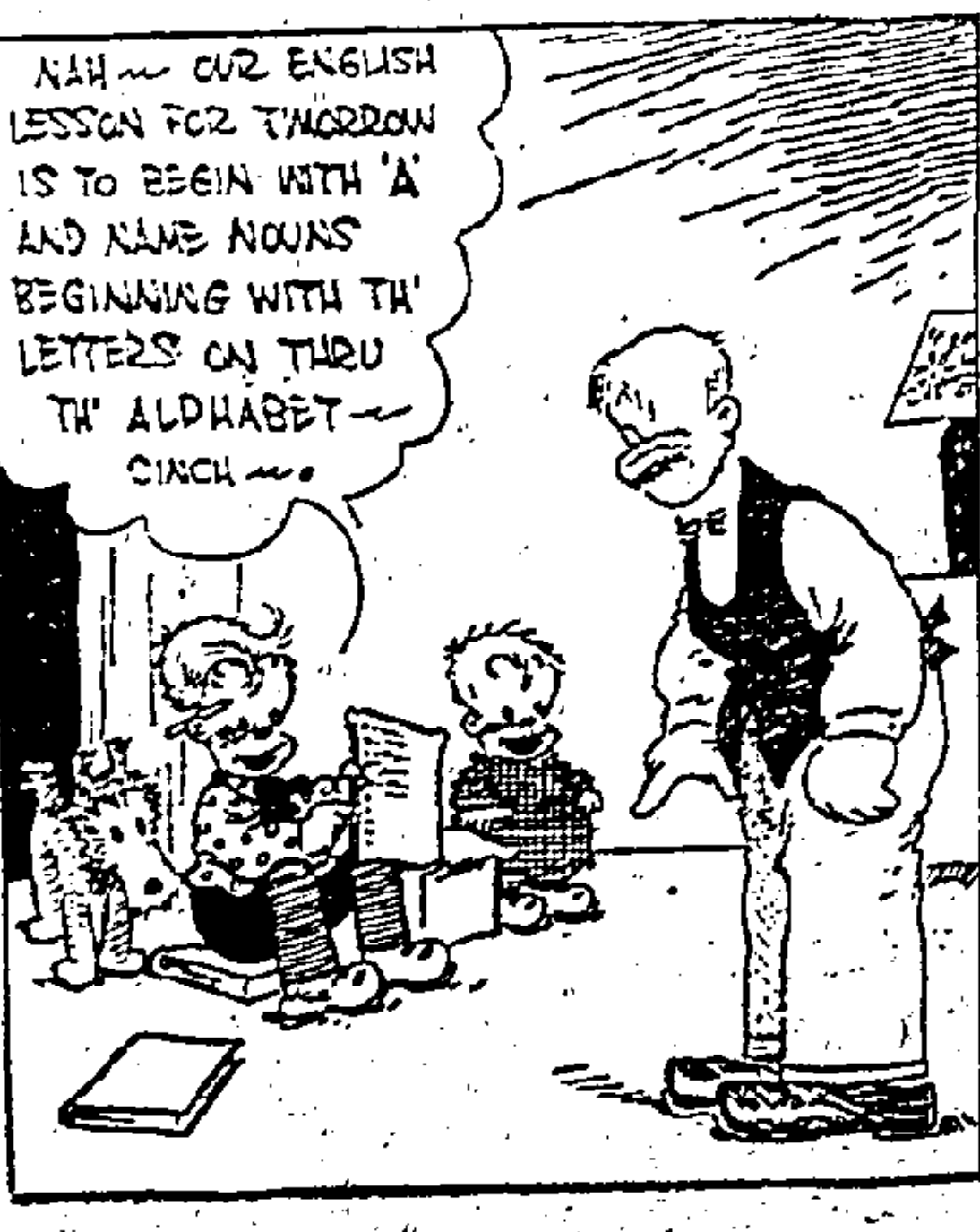
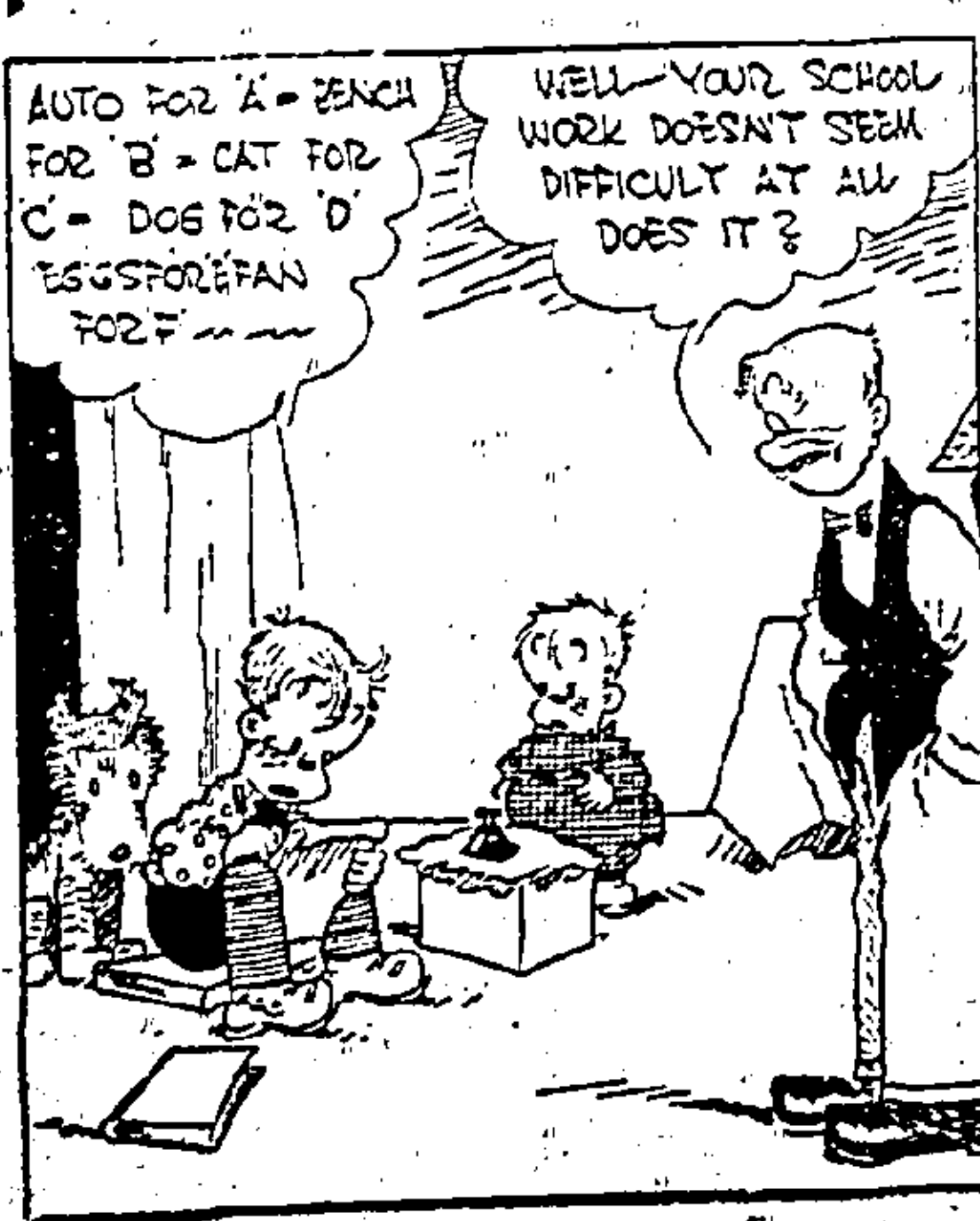
Lieut. Snook was the official in
charge.

(Continued on Page 12.)

FRECKLES AND HIS FRIENDS

Tagalong Got the Cue All Right,

BY BLOSSER



THE MERCURY GARAGE CO.

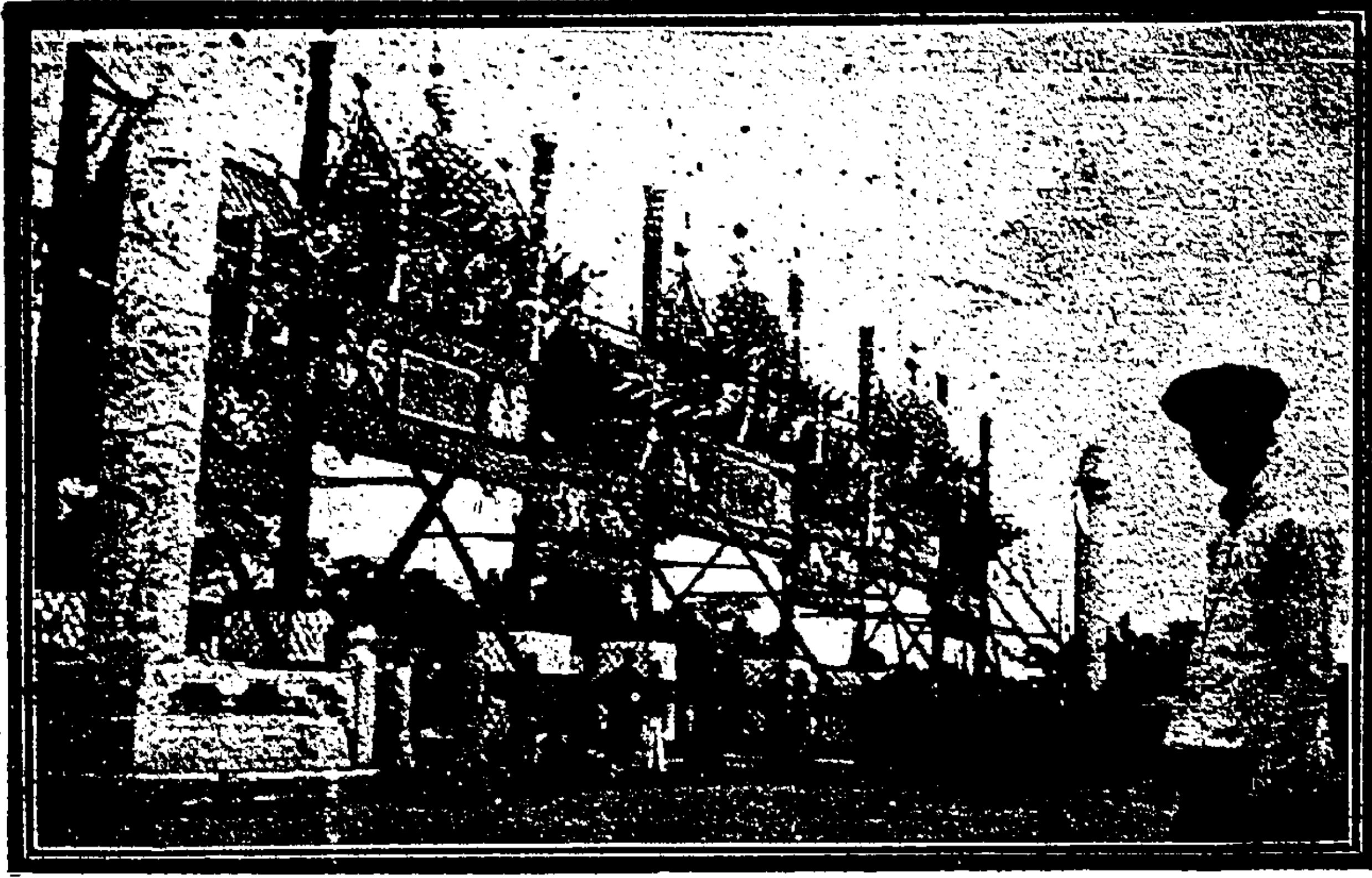
WISH TO SERVE YOU.

BEST CARS, PROMPT SERVICE.

MODERATE PRICES.

RING UP THE FAMILIAR

977.



Memorial arch erected at Tien-an-men, Peking, on the anniversary of the establishment of the Chinese Republic.



President Wilson and a group of Governors appointed to investigate the high cost of living.



DOROTHY BURNS.

Miss Dorothy Burns, champion rough water swimmer of Los Angeles. She took the cup in the recent Los Angeles water carnival.



Hawaiian hula-hula girls entertaining naval men.



Three of gun crew that fired the first American shot against the Germans.

THE MOLE "DISASTER."

SIR R. BACON'S COMMENT ON FAMOUS ATTACK.

If you suddenly learned that at our most vulnerable point, in some of the most critical moments of the late war, Great Britain was being guarded by two men and a boy, armed with two pop-guns, one of which was away for repairs, you would experience something of the thrill given by Admiral Bacon's book, "The Dover Patrol, 1915-17," published by Messrs. Hutchinson and Co. (34s. net).

For the one fact that stands out most clearly in these fascinating volumes is that for the very gate of England, from which we had to send every man and every cartridge, and every mouthful of food for the fighting line in France, the Admiralty could only spare a few odds and ends of obsolete vessels, because, for a chance that never came, we hid away at Scapa all our boasted naval strength. And yet the Dover Patrol was the one unit of the Fleet that was always in touch with the enemy.

Admiral Bacon is a sailor, and ready to carry on cheerfully and improvise good-humouredly with two men and a boy, if my lords of the Admiralty could spare him nothing more. But his facts are startling.

How splendidly he was served by his men he is eager to tell. The men were mostly plain fisher-folk; the vessels ordinary fishing craft. The little drifter with the armament of a single rifle and a few rounds of ammunition—who used to accompany us on our bombardments and be shelled with apparent enjoyment, had crews of hardy fellows who were seamen in the truest sense.

Often they stood unarmed as outposts in the Straits of Dover, with neither gun to fight nor speed to avoid the German destroyers.

The trawlers, with their brother fisherfolk, swept for mines at the rate of 250 miles a day, and during the first three years of the war swept a total distance equivalent to 12 times round the earth! These men saw their comrades blown up, and yet went on steadily and unfalteringly with their duties.

Of regular Navy boats—except for monitors, of whose navigating eccentricities Admiral Bacon tells some amusing stories—there were few.

The interesting feature is the phenomenal small force of destroyers with 4in. guns in the Patrol. For two years, four was the greatest number available, and once we were reduced to a single 4in. gun destroyer to hold

the Straits, with a dozen or more German boats barely 60 miles away, each superior in armament to our single boat.

Little wonder that, with all their cheery confidence, the men of the Dover Patrol, up against the war as no other part of the Navy was, sometimes coveted, at least, one of the countless boats hoarded and cherished in other harbours far away from the work.

But Admiral Bacon made the best of things—and what a jolly good best it was we can realise now when we know how much he did for our national safety with such inadequate means—and the cheery spirit in which he writes is well illustrated by his description of the monitors that were entrusted to him. The Marshal Ney was a special pet.

Her engines not infrequently exploded when asked to start, her engine room was scarred as if by

shrapnel from the fragments of burst cylinder heads, and the escapades of the engine room staff were marvellous. . . . When they did not burst they usually would not start and when once started no one liked to stop them for fear of not being able to start them again.

It was when a new captain had her in a gale in mid-Channel, and she was doing everything but steer, that the Admiral wirelessed him to cheer him up. "The Marshal Ney usually navigates the waters of the Patrol sideways."

Unable with the forces at his disposal to fight the enemy, as his sailor's heart urged him to do, Admiral Bacon was reduced to bluffing them, and he has some amusing stories to tell of this:

To give the enemy a fright and to give a wakeful night to several thousand men, I sent Commander

Evans with two small torpedo boats off Ostend to fire two bouquets of 100 rockets each to give the military command something to think about.

How plans were made for the landing of the 1st Division on the Belgian coast in 1917, with tanks and guns, forms one of Admiral Bacon's most interesting chapters. Huge pontoons, which were in reality 2,500 ton ships, were constructed, and the scheme contemplated the landing of 16,000 men in 20 minutes. A replica of the Middlekerke sea wall that would have to be tackled was set up in France, and tanks were taught to climb it.

Admiral Bacon gives a vivid account of the landing as it was to have been, but our troubles on the Passchendaele Ridge made the proposed combined attack impossible, and the scheme was never brought off.

After assuming that plans for running the huge pontoons (laden with troops, guns and tanks) end on to the shore had been safely accomplished, and that the monitors were keeping the German shore batteries amused, he continues:

One yell, and the first 400 troops burst ashore. The tanks began to move, and almost at once reached the wall. Then a tense excitement, the tracks gripped up the tanks climbed. . . . A flood of troops swarmed over the wall, and the action began. As soon as the troops were clear, carts, gunlimbers and sledges began to move off the pontoons. . . . Such is the description of what it was hoped would happen, but, alas, it never came off!

Of the plans for the famous attack on Zeebrugge and Ostend Admiral Bacon has much to say, since these were all worked out

while he held the Dover command, though the actual operations were carried out by his successor. On these affairs his comment is:

It is impossible to have a better example of how want of experience wrecked a scheme. . . . Instead of this operation, the last naval operation of the war, being a model, a classical model, the Mole landing was a disaster; and Ostend, after your having patrolled close to it for nearly a year and a half, was not found on the only occasion when it was really necessary.

This gives such a new version of operations which the public had been led to regard as naval triumphs that, making all allowances for the disappointment of a man suddenly superseded after he had planned the attacks, we have probably not heard the last of the matter.

DONCS OF THE DUFFS

And Just Think Danny is not Quite Three Years Old.

BY ALLMAN.



NOTICES.



PURE FOOD PRODUCTS

ASK YOUR
DEALER
FOR
LIBBY'S

QUALITY GUARANTEED

CONNELL BROS CO.
SOLE AGENTS.

YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE. HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

WHEN CALLING, SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED.

KARDEX CABINETS

THE MOST MODERN FILING SYSTEM EVER INVENTED HAVE ARRIVED IN HONGKONG.

YOU WILL WANT ONE TO PRESERVE YOUR RECORDS.

BETTER ORDER NOW & AVOID DISAPPOINTMENT.

HOLLAND PACIFIC TRADING CO.

JUST ARRIVED

A Large Quantity of FILET, CROCHET, & other kinds of Hand-made Laces, Swatow Drawn-thread Work, Embroideries, Underwear & other Fancy Goods for Ladies.

Best Quality. Latest Designs. Reasonable Prices. Inspection cordially invited.

SWATOW DRAWN WORK CO.,
Tel. No. 860, 14, Des Voeux Road, Central.

NOTICE.

Yorkshire Insurance Co., Limited.
ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO. AGENTS.

PEAK TRAMWAYS CO. LTD.

TIME TABLE			
WEEK DATES.			
1.00	h	1.00 a.m.	Every 15 min.
1.15	h	1.15	15 min.
1.30	h	1.30	15 min.
1.45	h	1.45	15 min.
2.00	h	2.00	15 min.
2.15	h	2.15	15 min.
2.30	h	2.30	15 min.
2.45	h	2.45	15 min.
3.00	h	3.00	15 min.
3.15	h	3.15	15 min.
3.30	h	3.30	15 min.
3.45	h	3.45	15 min.
4.00	h	4.00	15 min.
4.15	h	4.15	15 min.
4.30	h	4.30	15 min.
4.45	h	4.45	15 min.
5.00	h	5.00	15 min.
5.15	h	5.15	15 min.
5.30	h	5.30	15 min.
5.45	h	5.45	15 min.
6.00	h	6.00	15 min.
6.15	h	6.15	15 min.
6.30	h	6.30	15 min.
6.45	h	6.45	15 min.
7.00	h	7.00	15 min.
7.15	h	7.15	15 min.
7.30	h	7.30	15 min.
7.45	h	7.45	15 min.
8.00	h	8.00	15 min.
8.15	h	8.15	15 min.
8.30	h	8.30	15 min.
8.45	h	8.45	15 min.
9.00	h	9.00	15 min.
9.15	h	9.15	15 min.
9.30	h	9.30	15 min.
9.45	h	9.45	15 min.
10.00	h	10.00	15 min.
10.15	h	10.15	15 min.
10.30	h	10.30	15 min.
10.45	h	10.45	15 min.
11.00	h	11.00	15 min.
11.15	h	11.15	15 min.
11.30	h	11.30	15 min.
11.45	h	11.45	15 min.
12.00	h	12.00	15 min.
12.15	h	12.15	15 min.
12.30	h	12.30	15 min.
12.45	h	12.45	15 min.
1.00	h	1.00	15 min.
1.15	h	1.15	15 min.
1.30	h	1.30	15 min.
1.45	h	1.45	15 min.
2.00	h	2.00	15 min.
2.15	h	2.15	15 min.
2.30	h	2.30	15 min.
2.45	h	2.45	15 min.
3.00	h	3.00	15 min.
3.15	h	3.15	15 min.
3.30	h	3.30	15 min.
3.45	h	3.45	15 min.
4.00	h	4.00	15 min.
4.15	h	4.15	15 min.
4.30	h	4.30	15 min.
4.45	h	4.45	15 min.
5.00	h	5.00	15 min.
5.15	h	5.15	15 min.
5.30	h	5.30	15 min.
5.45	h	5.45	15 min.
6.00	h	6.00	15 min.
6.15	h	6.15	15 min.
6.30	h	6.30	15 min.
6.45	h	6.45	15 min.
7.00	h	7.00	15 min.
7.15	h	7.15	15 min.
7.30	h	7.30	15 min.
7.45	h	7.45	15 min.
8.00	h	8.00	15 min.
8.15	h	8.15	15 min.
8.30	h	8.30	15 min.
8.45	h	8.45	15 min.
9.00	h	9.00	15 min.
9.15	h	9.15	15 min.
9.30	h	9.30	15 min.
9.45	h	9.45	15 min.
10.00	h	10.00	15 min.
10.15	h	10.15	15 min.
10.30	h	10.30	15 min.
10.45	h	10.45	15 min.
11.00	h	11.00	15 min.
11.15	h	11.15	15 min.
11.30	h	11.30	15 min.
11.45	h	11.45	15 min.
12.00	h	12.00	15 min.
12.15	h	12.15	15 min.
12.30	h	12.30	15 min.
12.45	h	12.45	15 min.
1.00	h	1.00	15 min.
1.15	h	1.15	15 min.
1.30	h	1.30	15 min.
1.45	h	1.45	15 min.
2.00	h	2.00	15 min.
2.15	h	2.15	15 min.
2.30	h	2.30	15 min.
2.45	h	2.45	15 min.
3.00	h	3.00	15 min.
3.15	h	3.15	15 min.
3.30	h	3.30	15 min.
3.45	h	3.45	15 min.
4.00	h	4.00	15 min.
4.15	h	4.15	15 min.
4.30	h	4.30	15 min.
4.45	h	4.45	15 min.
5.00	h	5.00	15 min.
5.15	h	5.15	15 min.
5.30	h	5.30	15 min.
5.45	h	5.45	15 min.
6.00	h	6.00	15 min.
6.15	h	6.15	15 min.
6.30	h	6.30	15 min.
6.45	h	6.45	15 min.
7.00	h	7.00	15 min.
7.15	h	7.15	15 min.
7.30	h	7.30	15 min.
7.45	h	7.45	15 min.
8.00	h	8.00	15 min.
8.15	h	8.15	15 min.
8.30	h	8.30	15 min.
8.45	h	8.45	15 min.
9.00	h	9.00	15 min.
9.15	h	9.15	15 min.
9.30	h	9.30	15 min.
9.45	h	9.45	15 min.
10.00	h	10.00	15 min.
10.15	h	10.15	15 min.
10.30	h	10.30	15 min.
10.45	h	10.45	15 min.
11.00	h	11.00	15 min.
11.15	h	11.15	15 min.
11.30	h	11.30	15 min.
11.45	h	11.45	15 min.
12.00	h	12.00	15 min.
12.15	h	12.15	15 min.
12.30	h	12.30	15 min.
12.45	h	12.45	15 min.
1.00	h	1.00	15 min.
1.15	h	1.15	15 min.
1.30	h	1.30	15 min.
1.45	h	1.45	15 min.
2.00	h	2.00	15 min.
2.15	h	2.15	15 min.
2.30	h	2.30	15 min.
2.45	h	2.45	15 min.
3.00	h	3.00	15 min.
3.15	h	3.15	15 min.
3.30	h	3.30	15 min.
3.45	h	3.45	15 min.
4.00	h	4.00	15 min.
4.15	h	4.15	15 min.
4.30	h	4.30	15 min.
4.45	h	4.45	15 min.
5.00	h	5.00	15 min.
5.15	h	5.15	15 min.
5.30	h	5.30	15 min.
5.45	h	5.45	15 min.
6.00	h	6.00	15 min.
6.15	h	6.15	15 min.
6.30	h	6.30	15 min.
6.45	h	6.45	15 min.
7.00	h	7.00	15 min.
7.15	h	7.15	15 min.
7.30	h	7.30	15 min.
7.45	h	7.45	15 min.
8.00	h	8.00	15 min.
8.15	h	8.15	15 min.
8.30	h	8.30	15 min.
8.45	h	8.45	15 min.
9.00	h	9.00	15 min.
9.15	h	9.15	15 min.
9.30	h	9.30	15 min.
9.45	h	9.45	15 min.
10.00	h	10.00	15 min.
10.15	h	10.15	15 min.
10.30	h	10.30	15 min.
10.45	h	10.45	15 min.
11.00	h	11.00	15 min.
11.15	h	11.15	15 min.
11.30	h	11.30	15 min.
11.45	h	11.45	15 min.
12.00	h	12.00	15 min.
12.15	h	12.15	15 min.
12.30	h	12.30	15 min.
12.45	h	12.45	15 min.
1.00	h	1.00	15 min.
1.15	h	1.15	15 min.
1.30	h	1.30	15 min.
1.45	h	1.45	15 min.
2.00	h	2.00	15 min.
2.15	h	2.15	15 min.
2.30	h	2.30	15 min.
2.45	h	2.45	15 min.
3.00	h	3.00	15 min.
3.15	h	3.15	15 min.
3.30	h	3.30	15 min.
3.45	h	3.45	15 min.
4.00	h	4.00	15 min.
4.15	h	4.15	15 min.
4.30	h	4.30	15 min.
4.45	h	4.45	15 min.
5.00	h	5.00	15 min.
5.15	h	5.15	15 min.
5.30	h	5.30	15 min.
5.45	h	5.45	15 min.
6.00	h	6.00	15 min.
6.15	h	6.15	15 min.
6.30	h	6.30	15 min.
6.45	h	6.45	15 min.
7.00	h	7.00	15 min.
7.15	h	7.15	15 min.
7.30	h	7.30	15 min.
7.45	h	7.45	15 min.
8.00	h	8.00	15 min.
8.15	h	8.15	15 min.
8.30	h	8.30	15 min.
8.45	h	8.45	15 min.
9.00	h	9.00	15 min.
9.15	h	9.15	15 min.
9.30	h	9.30	15 min.
9.45	h	9.45	15 min.
10.00	h	10.00	15 min.
10.15	h	10.15	15 min.
10.30	h	10.30	15 min.
10.45	h	10.45	15 min.
11.00	h	11.00	15 min.
11.15	h	11.15	15 min.
11.30	h	11.30	15 min.
11.45	h	11.45	15 min.
12.00	h	12.00	15 min.
12.15	h	12.15	15 min.
12.30	h	12.30	15 min.
12.45	h	12.45	15 min.
1.00	h	1.00	15 min.
1.15	h	1.15	15 min.
1.30	h	1.30	15 min.
1.45	h	1.45	15 min.
2.00	h	2.00	15 min.
2.15	h	2.15	15 min.
2.30	h	2.30	15 min.
2.45	h	2.45	15 min.
3.00	h	3.00	15 min.
3.15	h	3.15	15 min.
3.30	h	3.30	15 min.
3.45	h	3.45	15 min.
4.00	h	4.00	15 min.
4.15	h	4.15	15 min.
4.30	h	4.30	15 min.
4.45	h	4.45	15 min.
5.00	h	5.00	15 min.
5.15	h	5.15	15 min.
5.30	h	5.30	15 min.
5.45	h	5.45	15 min.
6.00	h	6.00	15 min.
6.15	h	6.15	15 min.
6.30	h	6.30	15 min.
6.45	h	6.45	15 min.
7.00	h	7.00	15 min.
7.15	h	7.15	15 min.
7.30	h	7.30	15 min.
7.45	h	7.45	15 min.
8.00	h	8.00	15 min.
8.15	h	8.15	15 min.
8.30	h	8.30	15 min.
8.45	h	8.45	15 min.
9.00	h	9.00	15 min.
9.15	h	9.15	15 min.
9.30	h	9.30	15 min.
9.45	h	9.45	15 min.
10.00	h	10.00	15 min.
10.15	h	10.15	15 min.
10.30	h	10.30	15 min.
10.45	h	10.45	15 min.
11.00	h	11.00	15 min.
11.15	h	11.15	15 min.
11.30	h	11.30	15 min.
11.45	h	11.45	15 min.
12.00	h	12.00	15 min.
12.15	h	12.15	15 min.
12.30	h	12.30	15 min.
12.45	h	12.45	15 min.
1.00	h	1.00	15 min.
1.15	h	1.15	15 min.
1.30	h	1.30	15 min.
1.45	h	1.45	15 min.
2.00	h	2.00	15 min.
2.15	h	2.15	15 min.
2.30	h	2.30	15 min.
2.45	h	2.45	15 min.
3.00	h	3.00	15 min.
3.15	h	3.15	15 min.
3.30	h	3.30	15 min.
3.45	h	3.45	15 min.
4.00	h	4.00	15 min.
4.15	h	4.15	15 min.
4.30	h	4.30	15 min.
4.45	h	4.45	15 min.
5.00	h	5.00	15 min.
5.15	h	5.15	15 min.
5.30	h	5.30	15 min.
5.45	h	5.45	15 min.
6.00	h	6.00	15 min.
6.15	h	6.15	15 min.
6.30	h	6.30	15 min.
6.45	h	6.45	15 min.
7.00	h	7.00	15 min.
7.15	h	7.15	15 min.
7.30	h	7.30	15 min.
7.45	h	7.45	15 min.
8.00	h	8.00	15 min.
8.15	h	8.15	15 min.
8.30	h	8.30	15 min.
8.45	h	8.45	15 min.
9.00	h	9.00	15 min.
9.15	h	9.15	15 min.
9.30	h	9.30	15 min.
9.45	h	9.45	15 min.
10.00	h	10.00	15 min.
10.15	h	10.15	15 min.
10.30	h	10.30	15 min.
10.45	h	10.45	15 min.
11.00	h	11.00	15 min.
11.15	h	11.15	15 min.
11.30	h	11.30	15 min.
11.45	h	11.45	15 min.
12.00	h	12.00	15 min.
12.15	h	12.15	15 min.
12.30	h	12.30	15 min.
12.45	h	12.45	15 min.
1.00	h	1.00	15 min.
1.15	h	1.15	15 min.
1.30			

